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THE
DESCRIPTION
AND
USES
Of a NEW and CORRECT
SEA-CHART
Of the Western and Southern
OCEAN,

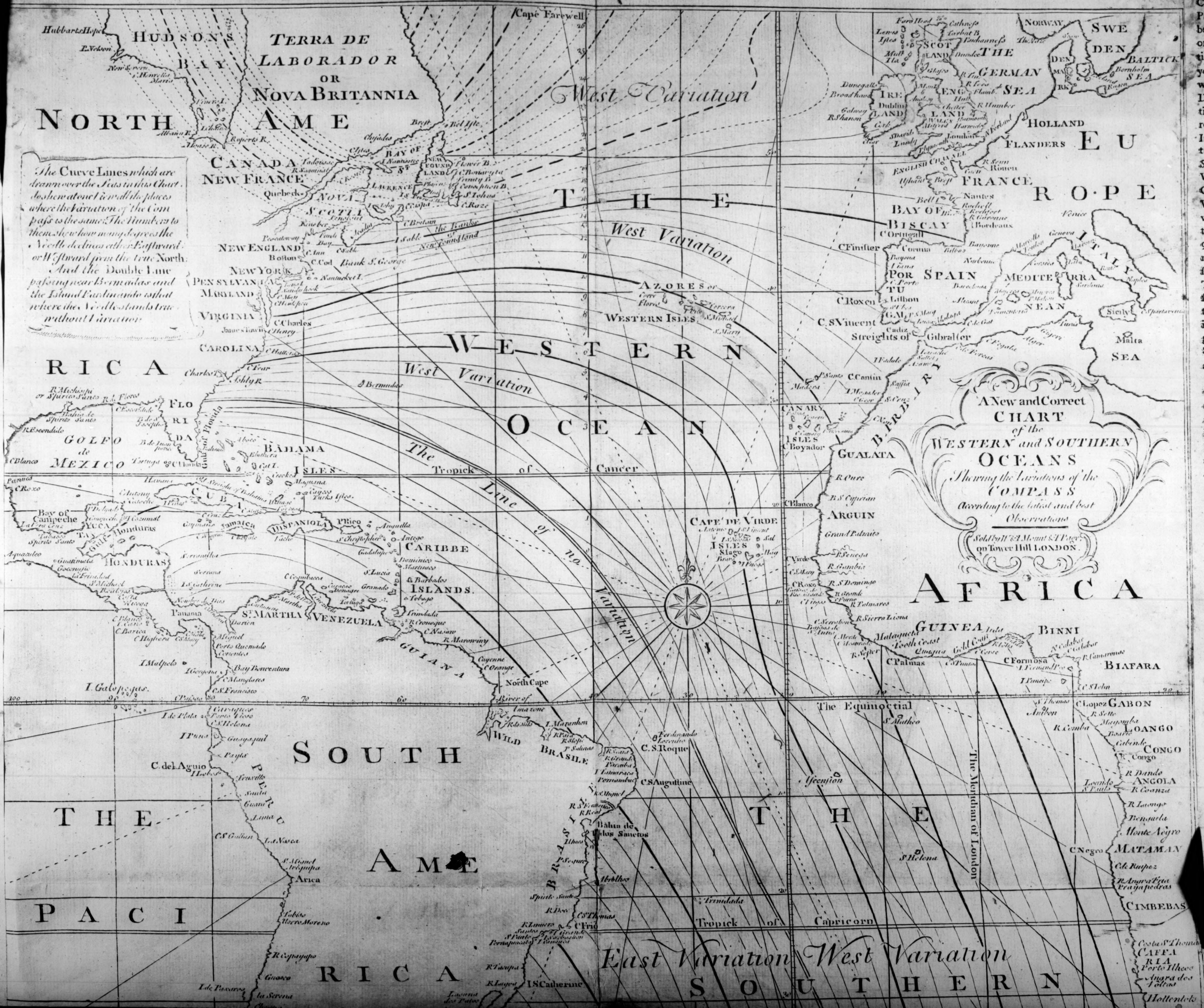
Shewing the Variation of the COMPASS.

THE Projection of this CHART is what is commonly called, Mercator's; but from its particular Use in Navigation, ought rather to be named the *Nautical*; as being the only true and sufficient CHART for the Sea. It is supposed, that all such as take Charge of Ships in long Voyages, are so far acquainted with its Use, as not to need any Directions here. We shall only take the Liberty to assure the Reader, that having taken all possible Care, as well from Astronomical Observations, as Journals, to ascertain the Situation and Form of this CHART, is to its principal Parts, and the Dimensions of the several Oceans; he is not to expect that we should descend to all the Particulars necessary for the Coaster, our Scale not permitting it. What is here properly New, is the *Curve-Lines* drawn over the several Seas, to shew the Degrees of the Variation of the Magnetical Needle, or *Sea Compass*: Which are designed according to what the celebrated Dr. Halley found in the *Western and Southern Oceans*, in a Voyage purposely made at the Public Charge, in the Year of our Lord 1700.

That this may be the better understood, the curious Mariner is desired to observe, that in this CHART the double Line passing near *Bermudas*, and the *Island Ferdinando*, every where divides the *East and West Variation* in this Ocean, and that on the whole Coast of *Europe and Africa*, the Variation is *Westerly*, as on the more Northerly Coasts of *America*, but on the more Southerly Parts of *America* 'tis *Easterly*. The Degrees of Variation, or how much the Compass declines from the true North on either Side, is reckoned from the Number of Lines on each Side the double Curve, which we call the *Line of No Variation*, each fifth and tenth is distinguished in its Stroke, and numbered accordingly, so that in what Place soever your Ship is, you find the Variation by Inspection.

That this may be the fuller understood, take these Examples. At *Madeira* the Variation is 10d. West: At *Barbadoes* 5d. East: At *Ascension* 6d. West: At *Cape Race* in *Newfoundland* 18d. West: At the Mouth of *Ria de la Plata* 15d. East, &c. And this may suffice by way of Description.

As to the Uses of this CHART, they will be easily understood (especially by such as are acquainted with the *Azimuth Compass*) to be, to correct the Course of Ships at Sea: For if the Variation of the Compass be not all reckonings must be so far erro-



neous: And in consequence where the Mariner is to shew him what Allowance this Defect of his Compass may require. But this Correction is so necessary as to be necessary as Parallel East or West being in your Latitude or 80 Leagues, you shall fall to the wards of your Port Distance, one Mile or more, where the Variation, having a Latitude 49d. 40m. at Scilly, and not confounding West Variation, I Compass for the Way truly East 17d. with Scilly, instead of to the South thereof 9 to the Northward more or less according fail in the Parallel. That to keep your steer so many Degrees the East, and Northward is West Variation; but grees to the North Southwards of the Variation.

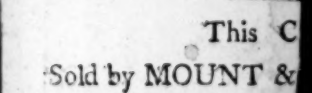
A further Use is the Longitude at Sea. Curves run nearly North thick together, as it gives a very good tance of the Lands for there the Variation each two Degrees may be seen in the Western Ocean, but America, the Curves West, cannot be seen.

This CHART was first constructed in the Year 1700 by it must be noted, though slow Change every where, which construct it anew made by the most in the Year 1744. described on the Chart so many and accurate them as could be constructed have some near the truth: Having distinguished from the or having frequent.

We shall need to let it commend itself. Mariners are desired to Information towards useful Work. And variations it be found Notes of this will be tors with all grateful this CHART corrected.

This C
Sold by MOUNT &

As to the Uses of this CHART, they will be easily understood (especially by such as are acquainted with the Azimuth Compass) to be, to correct the Course of Ships at Sea: For if the Variation of the Compass be not all Reckonings must be so far erro-



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T H E
ENGLISH PILOT.

D E S C R I B I N G
The WEST-INDIA NAVIGATION, from
Hudson's Bay to the River Amazonas.

P A R T I C U L A R L Y D E L I N E A T I N G
The Coasts, Capes, Headlands, Rivers, Bays, Roads, Havens, Harbours,
Streights, Rocks, Sands, Shoals, Banks, Depths of Water, and Anchorage,
with all the Islands therein; as *Jamaica, Cuba, Hispaniola, Barbadoes, Antigua,*
Bermudas, Porto Rico, and the rest of the *Caribbee* and *Bahama* Islands.

A L S O
A new Description of *Newfoundland, New-England, New York,* East and West
New Jersey, Delaware Bay, Virginia, Maryland, Carolina, &c.

S H E W I N G
The Courses and Distances from one Place to another; the Ebbing and Flowing
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Things necessary to be known in NAVIGATION.

The Whole being much ENLARGED and CORRECTED, with the ADDITIONS of several
NEW CHARTS and DESCRIPTIONS.

By the INFORMATION of divers able NAVIGATORS of
our own and other NATIONS.

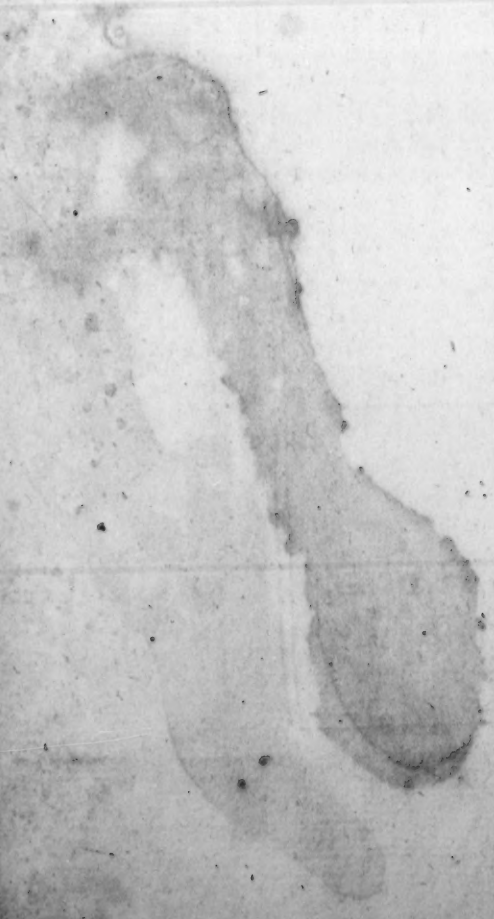


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THE ENGLISH PILOT, THE FOURTH BOOK.

WHEN a voyage is intended from the river of *Thames* to those Northern Parts of *America*, you may either go out of the North channel by *Scotland*, or else through the West channel by the *Land's End of England*, according as the winds may favour you; for the carrying you out either of these ways, you have sufficient Instructions from the First and Second Books of this *English Pilot*. If you go out to the Northward, then the First Book is useful to bring you clear of the land; and if you go to the Westward, then the Second is necessary.

When you are clear of the land, you may observe these following instructions, to shape a proper course for those parts.

From the *Dersey in Ireland*, lat. 52 deg. to Cape *Farewell in Greenland*, lat. 58 deg. 56 min. the course is WNW. W. erly, distant 460 leagues.

From the *Mizen Head in Ireland*, to Cape *Discord in Greenland*, the course is NW. by N. somewhat Northerly, distant 382 leagues.

From the *Mizen Head* to Cape *Desolation in Greenland*, the course is WNW. distant 489 leagues.

From Cape *Clear* to Cape *Desolation*, the course is NW. by W. 482 leagues.

And when you are arrived in sight of *Greenland*, it will appear a very high, ragged, and mountainous country, called by the natives *Secunungo*.

In the lat. of 78 deg. 42 min. is a great bay or indraught, environed with high mountains, and low land lying between them; in this bay is no ground at 100 fathoms. Off which coast you will have the sea of divers colours, in some places green, in some black, and in others blue; and it is observed, that the green sea is free from ice; the azure blue very icy; and the black sea is very deep.

It is also observable, that within the arctic circle the air is not so cold, nor does the snow lie on the hills, nor the sea so full of ice, as to the Southward of the said coast.

In the lat. of 77 deg. you may sail along the shore, but not nearer than 25 fathoms; the ground is black pebble stones.

In the lat. of 76 degrees the land is very pleasant, being plain, and of a mean height, not ragged, nor covered with snow.

In the lat. of 73 deg. the land tends away ENE. and West South West, appearing with very high mountains, on which snow seldom lies; the soil is very temperate. On the coast there are many broken islands, making many goodly sounds and harbours, having in the land many fine bays and rivers, yielding abundance of fish; into some of which you may sail up 10 or 12 leagues, they being navigable; Off the coast you will have very good shoaling in 15 fathoms; and nearer you will have 14, 12, &c. very fine sandy ground.

In the lat. of 67 deg. 30 min. you will have very high land, generally covered with snow; at the top it looks reddish, and underneath blue clay; the land here, a little to the Southward of this, tends away East and West, but the Northernmost part NE. by N. and NE. Here is a great headland, called *Young's Cape*, near which stands a very high mount, round like a castle, called *Mount of God's Mercy*.

In the lat. of 66 deg. the land is very high and ragged, the tops of the mountains being all covered with snow, yet the coast is but indifferently troubled with ice.

Coming nearer to the land you may see a high mountain above the rest, called *Mount Cunningham*, which is the best mark on the coast; near which is a large bay, lying between two capes or headlands, the Northernmost of which is called *Queen Sophia's Cape*, and the Southernmost *Queen Ann's Cape*.

In sailing between which, unto the Southernmost side of the aforesaid mount, you will come into a goodly bay, having on both sides very steep and high mountains, which is named *Christiana's Ford*; and sailing up the bay, about 6 or 7 leagues you may come to an anchor in 16 fath. water, shelly ground. All the way in it is very deep, and no anchoring; the place of anchoring lies in 66 deg. 25 min. where an E. and W. moon makes full sea. Here it flows three fathoms and a half perpendicular.

From the ice that hangs on the hills in *Greenland* comes a great fog with frost.

In the lat. of 65 deg. 54 min. are several islands, sounds, and inlets, as *Hill island*, *Lock island*, &c. And in the lat. of 63 deg. 8 min. lies the E. entrance into *Forbisher's Streights*. The point at the E. entrance of the Streights, is called *Queen*

Ann's Foreland; off which sets a strong current coming from the NE. the Streights have a great indraught, the tide of flood running nine hours, and the ebb three, which is occasioned by the force of the aforesaid current setting upon the coast, which forces the tide into all the draughts and rivers with long flowings, until the force of the ebb resists its strength from the W. sea. It flows here about 10 fathoms. At the entrance of these Streights, you will have much ice, not frozen there, but driven in with the violence of the wind. The ice shuts together with the continuance of the wind upon any one point, and opens at the shifting and change thereof. After making of mount *Warwick* (which is in the Streights) there lies a whirlpool, where ships are whirled about in a moment; the waters making a great noise, and are heard a great way off.

Warwick Sound is a very safe harbour, where *Sir Martin Forbisher* intended to lade his supposed gold ore; the W. side of the said bay is called *Bloody Point*, and to the Westward of it is *York Sound*, being on the South side of the said Streights.

On the N. side lies *Jackman's Sound*, which is a good harbour; but you must keep constant watch with boats and ropes ready to haul and pull away the ice, which otherwise will lie thwart your ship with the ebb and flood. Within the Streights about 60 leagues you will have a fair continent on your starboard side, and the continuance of an open sea, the further you sail in the less ice; 50 leagues within there is none at all, until you run thro' into *Davis's Streights*. On the S. side of the Streights the land is all waste islands until you come to *C. Farewell*, being the S. most point of *Greenland*, lying in lat. 59 d. 45 m. and long. 46 d. 45 m. West.

A Description of Davis's Streights and Baffin's Bay.

From Cape *Farewell* in the lat. 59 deg. 45 min. the land tends away NW. until you come to Cape *Desolation*, in the lat. of 62 deg. and is about 40 leagues distant one Cape from the other.

Cape *Desolation* is the most deformed land that is supposed to be in the whole world; it appears like sugar-loaves overtopping the clouds, and covered with snow. The shore is generally laid with ice a league from it; the water is here black and thick, like a standing pool. When the winds come off the shore it is cold; when from the sea it is warm.

On the N. side of this Cape is the W. entrance of *Forbisher's Streights*; on the North-side of the entrance is Cape *Comfort*, being very high land, lying in the lat. of 62 deg. 40 min.

The next is Cape *Lancaster* in the lat. of 61 d. 30 m. being the Northernmost point of another entrance of an inlet.

From this Cape to *Queen Ann's Foreland*, the land lies N. W. by N. above 85 leagues; which Cape lies in the latitude of 63 d. 48 m. North latitude 42 d. West.

Upon this coast are many sounds, one whereof is called *Gilbert's Sound*. There are also very safe harbours; the land lies high, little troubled with snow, and the sea void of ice. It is no firm land, but mighty rivers and through-lets between waste and desert islands, where there are passages through between *Davis's Streights* and the Eastern sea.

Cockin's Sound lies in the lat. of 65 deg. 20 min. In this Sound are plenty of salmon; it flows here about 18 feet, and at full and change it is full sea at seven o'clock; it is a very good harbour, and easy to be known, having round high hills like pyramids, close adjoining to the mouth of it, and that in the midst the lowest of all; on this coast are many small islands, which make many good sounds and harbours.

Note, That in *Greenland*, the mountains are very high within the land; they are generally stone, and some of one colour, and some of another, all glittering; there are some rocks purer than alabaster.

The N. side of these mountains are generally covered with snow; there are but few trees, but in one place, 40 miles within the land, in a river called *Bull's River*, upon the S. side of the mountain, where there is a little grove of trees, about 6 or 7 feet high, being willow, juniper, and such like.

Foss River lies in the lat. of 66 deg. 25 min. at the entrance of which you will have no ground at 100 fathoms, therefore you may stand for another road up higher in the river, where you may come to an anchor in 20 fathom water, sandy ground, and have a very fair shoaling; it flows here SE. and NW. About 10 leagues up there is a town of about 40 houses, where the natives live.

Mount *Warwick*.
Whirlpool.

Warwick Sound

York Sound.
Jackman's Sound.

C. Farewell.

Cape Desolation.

C. Lancaster

Queen Ann's Cape.

Cockin's Sound.

Bull's River.

Foss River.

R. mford

Mount of
God's Mercy

Mount *Cun-*
ningham.

Forbisher's
Streights.

A Description of Hudson's Straights.

Rumford Sound.

Rumford Sound is to the Northward of this river, made by several islands that lie off the land.

In the lat. of 66 degrees 30 min. you will have very high land, generally covered with snow, the tops whereof shew very ragged from the Sea; the coast is free from ice.

Here the savages fish in their canoes; and they will barter the fish for any piece of iron they can get.

Woman's I.
London Coast

A little farther Northerly is *Young's Hope*, from whence to *Woman's Island*, in the lat. of 72 degrees 30 min. the land is called *London Coast*. In these seas there are many whales; several have been found dead about these places; the Variation of the compass was 26 degrees Westward, observed in Capt. Davis's third voyage in these parts, in the year 1587; but in the year 1760, the variation was 30 degrees West.

Hope Sander-
ton.

Hope Sander-son lies a little farther Northerly, in the lat. of 72 degrees 50 min. Here are great quantities of ice, and many seals; the flood comes from the Southward; at neap tides the water rises about 6 or 7 feet, and a SSE. moon makes a full sea. The inhabitants here on the land are very poor, living chiefly on the flesh of seals dried, which they eat raw, and with their skins clothe themselves.

Horn Sound.

To the Northward of *Hope Sander-son*, is *Horn Sound*; in the lat. of 73 degrees 30 min. there the natives will exchange sea horse teeth, and sea unicorn, and fuch-like things, for horn, glass beads, and the like; the weather here, in June, is sometimes snowy, often freezing.

Sir Dudley's
Cape.

Farther Northerly, in lat. 74 degrees 50 min. lies a cape, called by the first discoverers, *Sir Dudley Digg's Cape*, which has a small island adjoining to it.

Wostenholm
Sound

About 12 leagues to the Northward of the said cape is a fair sound, having an island in the midst of it, making two entrances; this is called *Wostenholm Sound*. It hath many small bounds and inlets in it, and is a fit place for killing of whales.

Whale Sound

From this place the land tends W. by N. about 40 leagues, and then you come to a large sound or bay, called *Whale Sound*, lying in the lat. of 77 deg. 30 min. where there are great numbers of whales, and therefore called *Whale Sound*.

Sir Thomas
Smith's
Sound.

In the bottom of *Baffin's Bay* lies another great sound, called *Sir Thomas Smith's Sound*, which runs to the Northward of 78 deg. of lat. at the mouth of which are several islands; this sound is most admirable in this respect, because there is in it the greatest variation of the compass, that is in any part of the world, for divers good observations made by that judicious artist Captain *Baffin*, he found the compass varied 56 degrees to the Westward, so that the NE. by E. point was true N. This sound seems to be good for the killing of whales, being the greatest in all this bay. Between this and *Whale's* sound lies an island called *Halcutt's Isle*, there lies a company of islands, 12 or 14 leagues from the shore, which are called *Carey's islands*.

Greatest Va-
riation in the
World known

Halcutt's Isle

Cary's Island

Alderman

Jones's found

On the West-side of *Baffin's* bay is also another fair sound, called *Alderman Jones's* sound, which lies in the latitude of 75 deg. 50 min.

Sir James
Lancaster's S.

To the Southward of this sound lies a great sound in the lat. of 74 deg. 20 min. called *Sir James Lancaster's*, by *Cape Baffin*: here the discoverers hopes of passing began to fail them; for from this sound to *cape Bedford*, in the lat. of 69 deg. 20 min. the land (on the W. side of this bay) tends away near NW. and SE. in the lat. of 66 deg. 40 min. The land is void of ice; here is also a bay near a fair mount, the cliffs thereof as bright as gold, called *Mount Rawleigh*, and road *Totnes* the sound encompassing the road, is called *Exeter's* sound, the N. Foreland *Dyer's*, and the S. Foreland, or Creek of the Sound, *Cape Walsingham*. The coast is mountainous, without any wood, or any thing growing thereon; the air is very temperate. The Southernmost cape of this land is called (by the discoverer Capt. Davis) the *Cape of God's Mercy*, lying in lat. 66 deg. 50 min. which is in the Northernmost promontory of *Cumberland Bay*, which is in some places 20 leag. broad, pretty free from ice; the sea is of the nature, colour, and quality of the ocean sea; here Captain *Davis* had great hopes of a passage through. This bay has many islands, with great sounds between them: He sailed in this third voyage 60 leagues up this bay, and came to an anchor at the bottom of the bay, where there are many islands, and called them *Cumberland Isles*. Here the compass varied to the Westward 30 deg. and in July the air is extremely hot; on the S. shore is an opening, which is called *Lumley's Inlet*, where there are many great falls and gulphs of water.

M. Rawleigh

Totnes Road

Exeter's S.

Dyer's Cape

Cape Wal-

ingham

C. of God's

Mercy

Cumberland

Bay.

Cumberland

Isle

Lumley's

Inlet

Warwick's

Foreland.

Cape Eliza-

beth

Resolution I.

The S. head or Foreland of this bay is called *Warwick's* Foreland, which lies in the lat. of 55 deg. 52 min. From *Warwick's* Foreland, the land tends SW. by S. unto *Cape Elizabeth*, in the lat. of 62 deg. 20 min. which is the Northmost cape of *Hudson's Straights*. Next is the island *Resolution*, which lies in the N. entrance of the Straights; within two leagues of this island, Capt. *James* (one of the discoverers of these parts) whose ship was violently carried with a strange and incredible whirling sea, close by the points of the rocks in 3 fath. water, which carried him round about and back again, notwithstanding her sails were abroad, which is sup-

posed to be occasioned by the rocks under water, lying some 30, some 12, then 8, and by and by 20 fathom deep, which renders this coast very dangerous; round about this island is broken ground and rocks, yet it affords two harbours; *Price's Cove*, and the other the harbour of *God's Providence*. In the Cove it flows, upon the full and change days, at half an hour past seven o'clock; the tide rises 3 fathoms.

To sail into Hudson's Straights.

On the S. entrance of *Hudson's Straights*, that is on the S. continent off of *Nova Britannia*, formerly called *Terra Ceterialis* and *Terra Labrador*, is a cape, which by Capt. *Davis* is called *Cape Cbidley*; the Straights are not above 20 leagues wide: The tide runs very quick; the ebb runs as strong as the flood; in this entrance you will have no ground at 230 fathom. On the South shore lies *Sir Thomas Button's* island, which bear from *Prince's Cove* S. by E. half Easterly, the flood comes from the E. in the Straights; when the ebb is made, it whirls and makes many strong eddies, which is supposed to come out of the broken grounds, and multitude of rocks under water, which is agreeable to what was found by Captain *James*, as before hinted: Within a league of the shore you will have 140 fathom water, and small white sand; on the Southern shore is the place called *Hope's Advance*.

Sir Thomas
Button's Isle.
Price's Cove.

Further in the Straights, on the Northern shore, lies the *Island of God's Mercy*.

Island of
God's Mercy

And on the Southern shore is a great island, called *Hold with Hope*, and on the North shore *Queen Ann's Foreland*.

Hold with
Hope
Queen Ann's
Foreland.

And also the North coast is broken land, and 144 leagues from *Q. Ann's Foreland* to a point called *Broken Point* (which is a point of broken islands) the greatest of which is called *Mill Island*, lying in lat. 64 deg. 25 min. These islands lie out almost in the midst of the channel, having many sounds running through them, with many points and headlongs encountering the course of the tide, that cause such a rebound with water and ice, which forces it one way, and the stream another; so that if you are not careful it will put you so near the shore, that you may be in danger of being lost.

Broken Point
Mill Island.

To the NE. of *Mill Island* is *Cape Charles*, in the latitude of 65 deg. 30 min. right against which point is *Shark point*, in the latitude of 65 deg. about which point lie several small islands; between which two points is the mouth of a bay that goes up Northerly, so far as is not yet discovered: On the larboard side, going up, lies point *Comfort*, in lat. 66 deg. 30 min. In the middle of the bay lie a great many islands not yet discovered; in this bay is abundance of ice.

Cape Charles

Now we return again to *Mill Island*, to the Southward of which lies *Salisbury Island*.

Salisbury I.

To the West of *Salisbury Island* lies *Nottingham Island*, both which lie in lat. 63 deg. 27 min. On the North West side of the latter is good anchor ground, where two or three islands lie off, and make many good sounds and harbours.

Cape Wosten-
holm.

The cape upon the main going down into *James's Bay* is called *Wostenholm*.

The next island you come to is *Mansfield Island*, which is as you come down to *Button's Bay*.

Mansfield I.

Between *Mansfield Isle* and the Main lies *Digg's Island*. The main land on both sides the Straights is indifferently high; and from *Resolution Isle* to *Cape Charles*, the Strait is 120 leagues long, and tends WNW. and ESE. nearest betwixt *Digg's Island* and *Cape Charles* is about 20 leag. broad.

Digg's Isle

Betwixt *Salisbury Island* and *Nottingham Island*, (if it be clear weather) you may see both the Northern and Southern shore; the depth in the middle of the Straights is 120 fathom white sand. The North shore is clear from ice; along the shore you have many small low islands, which cannot be seen far from the land, and in many places the land makes as if it had small sounds in it.

If you steer from the mouth of the Straights WSW. you will have sight of *Mansfield Island*, which is low land, a little higher than a dry sandy bank; it has ponds of fresh water upon it, but no grafs, being utterly barren of all goodness; it flows here, on the full and change days, at eleven o'clock.

From *Digg's Island* to the Western shore, the course is WSW. 160 leag. to *Hubert's Hope*, lat. 59 d. 40 m. The tide sets in the middle of the bay E. and W. The greatest depth in *Button's Bay* is 110 fathom, oazy ground; and as you approach nearer the land, you will have it shoal to 8 or 9 fath. and in the bottom of this bay, which is in lat. 59 deg. you will have but 2 fathoms and a half: in this bay lie many dangerous rocks in 9 or 10 fathoms water, some of which Capt. *James* struck upon, and by the help of 2 or 3 swelling waves was thrown over them into 3 fathoms water, and then 3 and a half; by which soundings he made in his boat, he found that there were rocks all round about him, except in one place, where there were but two and a half fath. water, and from thence it grew deeper from 3 or 4 fath. to 14 fath. then shoal again to 9 fathom; this is in the latitude of 57 d. 45 m. Hard by *Port Nelson*, which Captain *Bayley*, in company with

Hubert's
HopePort Nelson
Captain

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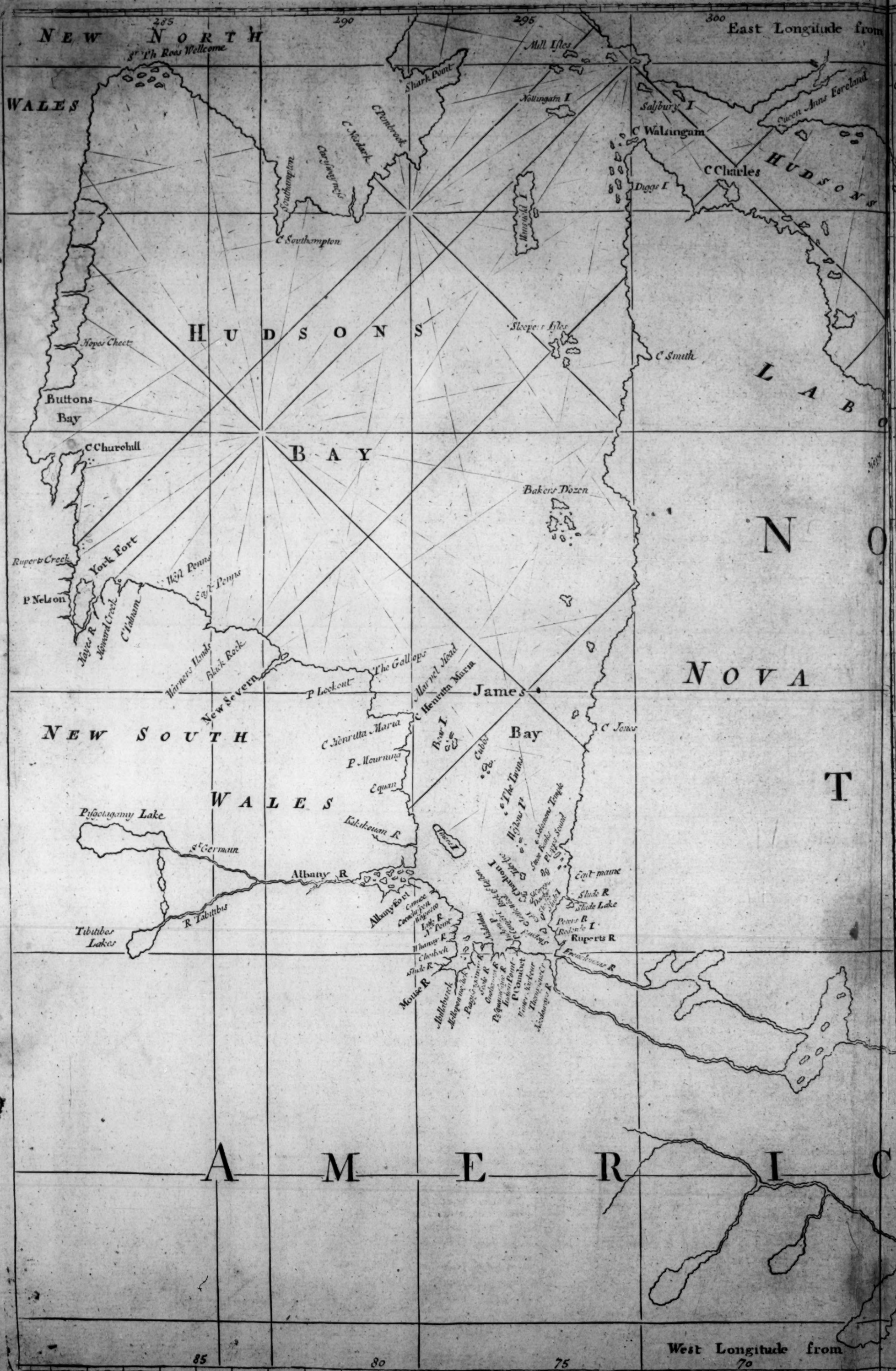
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**A New Generall
CHART for the
WEST INDIES**
of E. Wright's Projection
out. Mercators Chart
*Sold by W. and J. Mount and Page
on Tower Hill LONDON.*

THE GREAT

TERRA FIRMA

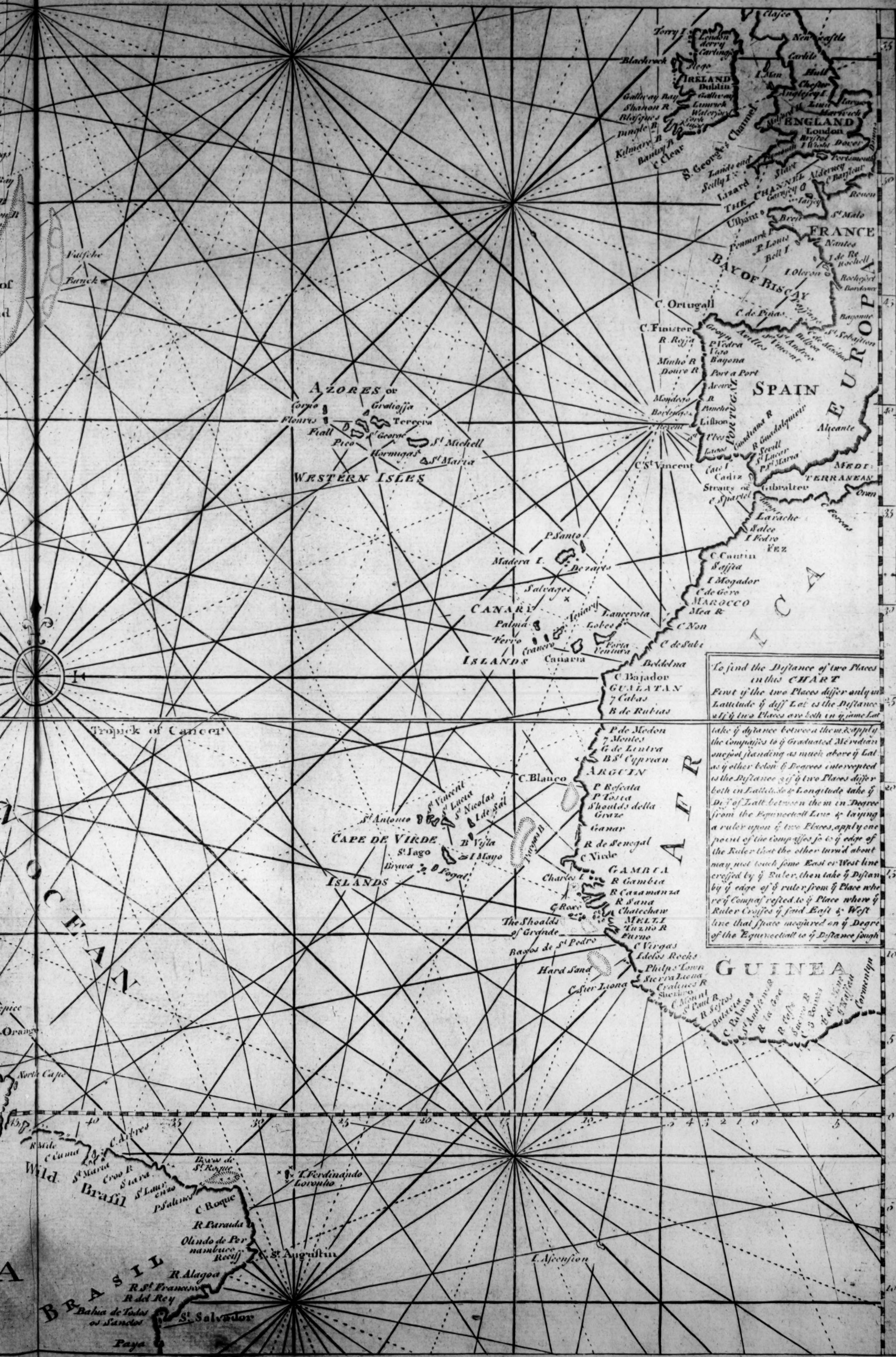
SOUTH

SOUTH SEA

AMERICA

AMAZONE

Equinoctial Line



To find the Distance of two Places
in this CHART
First if the two Places differ only in
Latitude & diff Lat is the Distance
if the two Places are both in the same Lat
take the distance between them & apply
the Compasses to the Graduated Meridian
one point standing as much above the Lat
as the other below & Degrees intercepted
is the Distance & if the two Places differ
both in Latitude & Longitude take the
Dist of Lat between them in Degrees
from the Equinoctial Line & laying
a ruler upon the two Places, apply one
point of the compasses to the edge of
the Ruler that the other turn'd about
may not touch some East or West line
crossed by the Ruler, then take the Distance
by the edge of the ruler from the Place where
the Compasses rested to the Place where the
Ruler crosses the said East or West
line that space measured on the Degree
of the Equinoctial is the Distance sought

Captain Gillam, in the year 1670, found to be so shoaly, that he was forced to bear down to James's bay. The river of port Nelson is navigable, as may be seen by the following direction.

Upon the river port Nelson lies York fort, whose latitude is 57 deg. N. and long. 88 deg. W. from the Lizard.

This fort is built with wood, having 30 pieces of ordnance in it, and 70 men. The river is very dangerous to come into, unless extraordinary care be taken to found between the sands; which most part of it shews dry at low-water. The river lies near SW. and NE. The tides rise and fall about 9 feet: Ships may lie a-float against the port in 2 fathoms water: Also ships may ride very well in 4 or 5 fathoms water in the inner hole without the river's mouth, having some part of the sand without them. The S. channel is navigable for boats and small vessels to go in at, but not so good as the N. channel.

In the lat. of 61 and 62 deg. are divers islands, with great found in them and inlets, inasmuch that Sir Thomas Button had here great hopes of a passage between them, which when he attempted finding, they were but islands with passages between them, and that the main land opposed his passage, and prevented his expectation, called it *Hopes Checked*, which lie in the latitude of 62 deg. and so coasting along the Western shore, in the latitude of 64, seeking a passage, he saw the opening of a bay to the Northward, and having thereby some hopes of a passage, called this land *Hopes Advanced*. The main land is called *New North Wales*; so coasting along the land to the latitude of 65 deg. where there is a bay with many islands, which is called Sir Thomas Roe's Welcome. Sir Thomas Button coasting this bay, where there were the greatest hopes of a passage, finding no possibility of it, called the bottom thereof *Ne Ultra*.

And seeing we can go no farther here, we now return to port Nelson. In the lat. of 57 degrees 40 min. the water is of a thick and red sandy colour, and shoal water, but 6, 7, or 8 fathoms, when you cannot see land from the topmast-head; the nearer the land the shoaler the water; then, when you are to the Southward of port Nelson, you must constantly use your lead. Here lies two small islands from a point where the land tends to the Southward; within four leagues of the shore it is very shoal and full of breaches; the main is called *New Yorkshire*.

Cape Henrietta Maria lies in the latitude of 54 degrees 30 min. from which the land tends away SSE. into James's bay: at the mouth of which bay, off cape Henrietta Maria, lie the Western isles. At the bottom of this bay is prince Rupert's river, where captain Gillam, and other ships have ventured for several years. The tides here in the bay flows ordinarily not above two feet.

In sailing to the bay, you must be careful to keep clear of funken rocks, which are on both sides in great abundance. These rocks lie a great way off the East-shore, standing along the shore to the Northward, you will see many breaches, in which course you will have 12 or 14 fathoms water; the ground is very uneven, for in some places are 12 fathoms, and immediately 5 or 6 fathoms. Here runs a quick tide.

The Earl of Bristol's island lies in the latitude of 52 deg. 10 min. a very desert island, a great way from the shore, off which are many shoals.

Sir Thomas Roe's island lies in the latitude of 52 deg. there being shoals and breaches a great way off into the sea; between it and the shore you will find nothing but ledges or rocks and banks of sand.

About 4 leagues SE. from it lies another island, which is the highest land in all that bay; coming near it you will have 5, 4, or 3 fathoms, and breaches all along the coast, and the currents are so variable, that in the night there is no sailing by the compass; but you must seek some place of security to lie in every night.

To the NE. of Sir Thomas Roe's island, the depth is very

uncertain, for sometimes, you will have 20 fathoms, and the next cast 10, 5, 8, or 3 fathoms.

A little to the Northward of the Earl of Darby's island you will have rocks and shoals; overfalls and breaches round about you; in getting from them you will run among many strange races and overfalls, upon which is a very great and breaking sea, where you will find the water to shoal to 6 fathoms, and sometimes deeper again to 20 fathoms, then again to 7, 6, and 5 fathom and very foul ground; to the S. ward of the said isle are all broken grounds and shoals, worse than can be expected.

Charlton island is in the latitude of 52 deg. N. and 80 deg. 10 min. W. the difference of the meridian from London; on the South-side is a fair harbour to appearance, but at the mouth thereof is a bar, whereon there are not above 2 feet at low-water, yet within them are 4 fathom the ground to the S. ward is all stoney, some lying 3 or 5 feet above water, altho' the tides do not ordinarily raise above 2 feet and a half; but if it blows a storm from the NW. it rises above 10 feet. The E. ermost point of this island is very shoal, and the sand loose; here is also a great overfall, which causes a great sea; and if the winds be strong at NW. and NW. by N. and a NNW. wind, if it blows a storm, will raise the tides extraordinary; but the wind blowing up the contrary points, it will raise very little, the harder it blows, the lesser it flows; there is no difference between the spring and the neap tides to be perceived, the flood comes from the N. ward, and the ebb sets that way again; the land that encircles the bay lies in a broken and irregular form, making many little shoals, bays, and guts, being full of islands and dry sand; it is for the most part low and flat land, with flats and shoals adjoining to it; half a mile, or a mile from the shore, they are dry at low water.

It seldom rains here after the middle of September, but snows, and that snow will not melt on the land or sands. At low-water the sands are covered with it, then it gathers together in this manner until the latter end of October, and by that time it has brought the sea to that coldness, that as it snows, the snow will lie on the water in flakes, without changing the colour; and with the wind is wrought together, and as the winter comes on, it begins to freeze on the surface of it 2 or 3 inches in one night, which being carried with the half tide, (for it flows here half tide) meets with some obstacle as soon as it does, and then it crumbles up itself, that in a few hours it will be five or six feet thick. The half tide still flowing, carries it so fast away, that by December it is grown to an infinite multiplication of ice: And thus, by the storing of it up, the cold gets predominate in the sea, which also furnishes the springs and water in the low flat sand, that it cools like itself, and the sea is much colder in the beginning of June, when the sea is in full ice, than in December, when it was increasing.

The Courses and Distances from one Place to another in the Northern Part of America.

From cape Desolation to the isle of Resolution, the course is W. distant	150 leagues.
From Resolution to Sir Dudley Digg's island, the course is WNW. distant	130 leagues.
From Sir Dudley Digg's island to Hopes Checked, the course is WSW.	192 leagues.
From Hopes Checked to New South Wales, South West distant	90 leagues.
From cape Farewell to the island Resolution, the course is W. by N. distant	209 leagues.
From Resolution to Salisbury island WNW.	
From Digg's island to Swanin's island, the course is W. by S. distant	41 leagues.
From Digg's island to Nottingham island the course is NW. distant	7 or 8 leagues.
From the island Resolution to cape Westenholm, the course is W. by N. northerly.	155 leagues.

An Abridgement of Capt. Zachary Gillam's JOURNAL to the North West, in the Nonfuch Ketch, in the Year 1768.

ON the 3d of June weighed from Gravesend, and on the thirteen following saw Fair Isle, being NE. by E. two leagues off, and appears in manner and form as here portrayed.



The fourteenth day, Orkneys bore S. 18 leagues off, and Fair Isle SE. by E. 8 leagues from us: Then steered from Orkneys NW. somewhat Westerly.

On the 1st of August following we saw the land bearing W. from us two miles off, and judged it to be an island, it being dark foggy weather, having sailed due W. 524 leagues

and a half, seeing many flocks of small birds; and sounding found 120 fathoms water, the land or island (which we rather suppose it to be) bearing W. 2 miles from us, being in lat. 59 degrees 35 min. The 2d of August, having steered still away W. 528 leag. and a half, we saw a small island in the latitude of 59 deg. 43 min.

The

A Description of Hudson's Streights.

August

The 3d day we saw the land bearing from the WNW. to SW. by W. with one island lying about 4 leagues from the main, being then in the latitude of 59 degrees 34 minutes by observation. The land then shews itself as above, with snow in the vallies, having ten islands of ice then in sight at once, and no ground at 120 fathoms.

After 6 o'clock, we ran NW. by W. 3 leagues, and then W. by S. 14 leagues, and then found our whole Westing 539 leagues and a half, the same morning amplitude gave us 27 degrees 47 minutes Westerly variation.



Thus appears the island *Resolution*, bearing NNW. 6 leagues off.

The 4th of *August*, sailing NW. by W. along the shore, we saw many islands of ice, some very great, and some small.

August

The 5th day we saw the island *Resolution*, bearing NW. 6 leagues from us; and cape *Warwick* then bears NNW. from us, there being a great race of tide, the land for the cape bearing N. This island being thus, shews itself in this manner.



SE. by E. 4 leagues.

NW. by N. 10 leagues.

Thus appears the island *Resolution*, when it bears N. 6 leagues from you.

SSE. 3 leagues.

Prince *Henry's* Foreland.



August

The 9th, we saw land bearing from the S. to the W. by N. which we suppose to be Prince *Henry's* Foreland; we could not plainly discern it, for there was a small fog on it, but it appeared as is here delineated, having 55 fathoms water, land and shelly ground. Then standing away NNW. we were embayed with the island within two miles of the shore, the North part bearing NNW. we stood out NE. by E. until we brought the North part of the land to bear West from us, and then founding, found 65 fathoms water, oazy ground: Being then distant from the island *Resolution* 92 and a half. This land we had a fair sight of, and it appeared in this manner, with much snow in the vallies.

NNW. 2 leagues.



The Bay.

August

The 10th of *August* founding, we found 40 fathoms water, stony ground, and anchoring found the current come slowly from the SW. being distant from *Resolution* island 109 leagues 2 miles, and 63 degrees 6 minutes North latitude.

The 11th, anchoring in 30 fathoms, distant from *Resolution* island 121 leagues 2 miles, standing to the Southward found 55 fathoms water, but within 4 leagues off the South shore, found no ground in 120 fathoms, we made the land to be cape *James's*, being in latitude 62 degrees 57 minutes, which appears in this manner, with snow in the vallies.

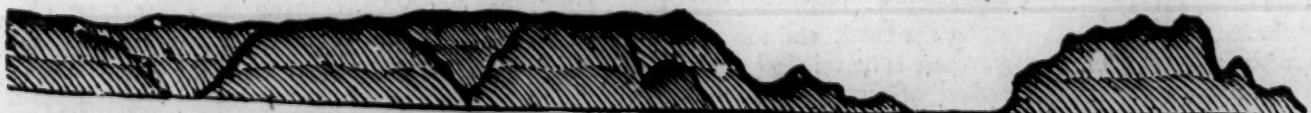


August

The 15th, we were within two miles of the Cape, and no ground at 100 fathoms. The land and island appeared then in the manner as above represented.

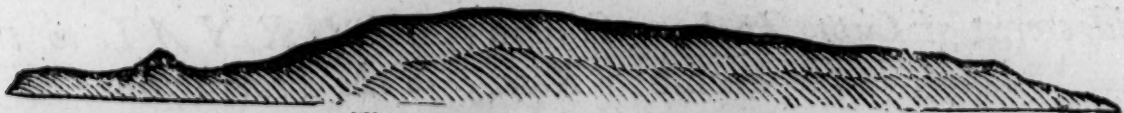
The cape S. by W. 2 miles.

WSW. 5 leagues the island.



August

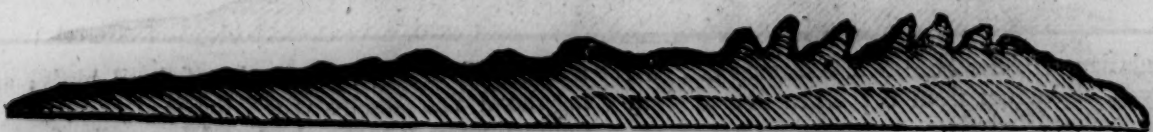
The 16th, we were open with the inlet between the island and the main, and then saw land bearing North 10 leag. from us, and judged it to be *Nottingham* island called *Westenholm* and *Digg's* island, and could not then see *Salisbury* island, being then from *Resolution* island 135 leagues 2 miles, and latitude 62 degrees 51 minutes, it shews thus:



The appearance of *Nottingham* island.

August

The 19th, the cape bore SSW. 5 leagues from us, and *Nottingham* island NNE. 7 leagues off, the current then setting to the Northward, and no ground at 120 fathoms. The 21st we anchored between some rocky islands, having 3 fathoms at low water on the South-side of *Nottingham* island, a good harbour, and good ground, flowing 8 feet upright; a SE. by E. moon makes full sea there; the land appears in this manner.



The appearance of *Digg's* island.

We

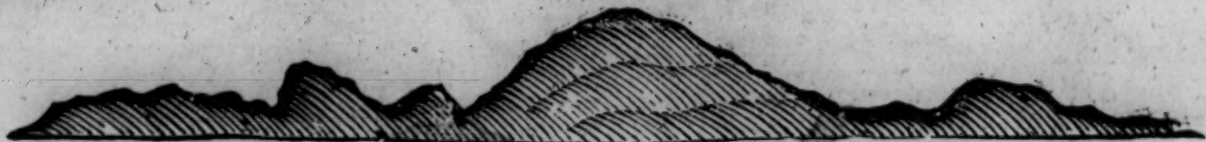
7

August

We observed then, and found the island to be in the latitude 63 degrees, 26 minutes, being a good place to water at, but yielding no firing. On that island are many white bears, which we saw, but could not come near them.

The 25th, *Digg's* island being Eaft, about a league from us, founding found 18 fathom oazy ground. And five leagues to the Southward of the cape lies a small island, under which we anchor in 30 fathom water, and there found the tide on the ebb to run so to the Northward, as made us thwart againft the wind.

The 28th we saw an island bearing S. by W. 6 leagues from us, and judged it to be about 14 miles in length, and in latitude 60 degrees, 39 minutes. The island appeared in the following manner, in sailing until we had brought the island to bear NW. five leagues from us.



Thus appears *Nottingham* island, bearing S. by W. 6 leagues off.

August

On the 30th day we were a breast of a small island in latitude 57 degrees, 43 minutes, bearing East about a league from us, having 60 fathoms water, oazy ground. The island shews thus:

East 1 league.	60 fathom oazy.
----------------	-----------------

60 fathom oazy:



August

The 31st and last, we saw two other small islands, bearing SSW. 4 leagues from us, the water therefore dangerous in the night, and dark weather, and sounding found 63 fathoms water, oozy ground.

The same day we raised other small islands, bearing S. from us, they were indifferent high land, we anchored under one of them in 16 fathoms water, seeing several morfos, or sea horses, in the water as we lay there, in latitude 57 degrees, 29 minutes by observation.

September

The 1st, we went on shore, and there discerned where the savagss had been by their graves and trees, we anchored under one seamorfe teeth, and such like trifles; the flood here comes from the North West, the ebb from the South East from hence, running in S. 2 leagues, and anchored under another island in 9 fathoms water.

On the 2d day, having steered South, we raised several islands, and passed between them in 30 fathoms water, or thereabouts, when the biggest of these islands bore West 4 leagues from us, our latitude was 56 degrees, 30 minutes, and appeared thus: West 4 leagues.



September

The 4th, being the day before clear of all the islands, and now standing to the Southward, made the main land, and stood to the shore until within 3 leagues of it, where we had 80 fathoms water; the land lies along SW: and NE. and is very high, appearing as in these two figures following.



These two are one continued Land, the AA's must be joined together.



September

Then steering West found not above 15 fathoms water, and then South and deepened it, and then SSW. having 40 and 45 fathoms.

The 5th, we sailed by a ledge of rocks, which lie even by the water's edge. We left them to the Westward of us, being in the latitude 55 degrees, 7 minutes.

The 6th, the land bore South 5 leagues off, no ground at 100 fathoms, the land with an island, between which was a passage appearing as the foregoing figure.

The land trends away SSE. and off the headland, which then bore ENE. are very small iflands SSW. 4 or 5 leagues from the main; the biggest of them appeared thus, bearing ESE. from us.



September

The 8th, we saw the land bearing from the North to the South South West, being 3 leagues off, broken land, 10 fathoms water, oozy ground. This is low land, and appears full of woods.

The 10th, flood away SE, and deepened, and so steering away the next day, saw an inland being E. 3 leagues off, and going near it, saw great breeches, therefore went no further.

The S. part of the land tends SE. and NW. latitude 52 degrees, 3 minutes

The 11th, feeling we could not come near the island, drove so the Eastward until the island bore WSW. and W. by S. 3 leagues off, and the next morning saw several islands bearing E. and NE. 4 or 5 leagues off. The land is sandy, without trees, and indifferent high.

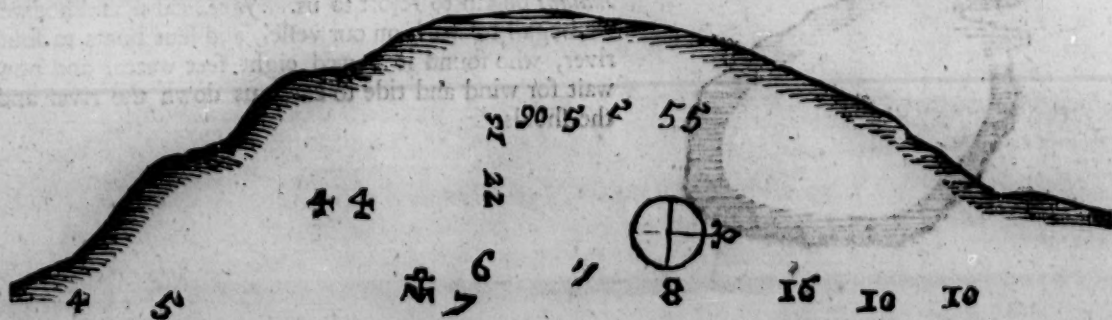
The 12th, shoaling water we saw the land from the N. to the W. 4 leagues in length.

The 13th, in 10 fathoms water, we saw the land, being low and woody, being from W. to W. by S. 4 leagues from it, which appears in this manner.



September

The 14th, standing SSE. as the land lay, being 3 leagues from it, found a small tide from the Southward, the land bore then from NW. by W. to SW. by S. the N. part 6 leagues off, and the S. part 4 leagues; then standing SSE. found the land to tend into a small bay, standing in 4 fathoms-water; the land bore from the SSE. to the N. and appeared as below.



A Description of Hudson's Streights.

September

The 15th, we stood to the Northward, and anchoring in 7 fathoms water, found a strong ebb from the SSE. 3 miles an hour. The last of this tide sets round to the Northward, but the flood is small and uncertain: Then standing for the bay, next day saw the land bearing E. and could see from the NE. to the ESE.

September

The 17th, we stood to the Eastward, shoaled to 4 fathoms water, being 5 leagues from the Eastward shore, and 3 leagues

from the W. shore, the flood we found to run 3 miles an hour to SSE. but the ebb much stronger, and comes from the S. by W. which shews there are small rivers in the bay amongst the broken land; standing into the bay into 2 fathoms water, 2 leagues from the shore, and sending the boat, found one part of the bay to lie in SE. broken land, and many sand banks; it flows here South half Westerly, 6 feet water. The bay appears thus:



September

The 21st, we raised several islands, bearing from the North to the East, one of which is high and remarkable, bearing then East eight leagues from us, the others are low flat islands,

some are woody, and some are barren and sandy. The others appear in this manner:

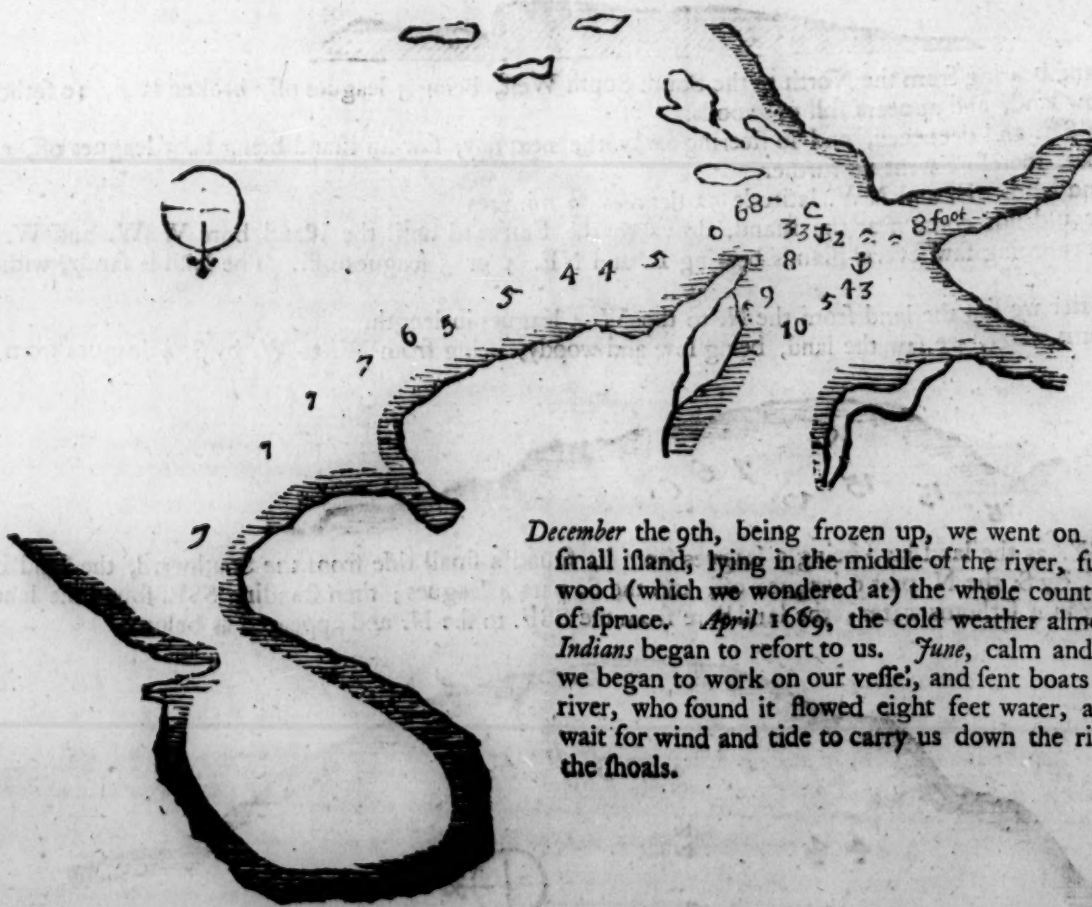


September

The 22d, we saw a smoke on the main, when firing a gun, Indians came off, with whom we had some small commerce, and departed: The land and island appears thus. The 29th we came to the river on the East-side, which the Indians told us of, and found at the mouth of it 8 feet water, and getting in, met and touched on the ridge of stones in two places;

but getting further in, anchored in 2 fathoms and a half fresh water: The river is a mile broad, and lies E. by S.

October the 1st, with a flood, we went a mile above a high point on the South-side, and found it still rocky. The river and islands appear in this manner, according to the draught hereunto annexed.



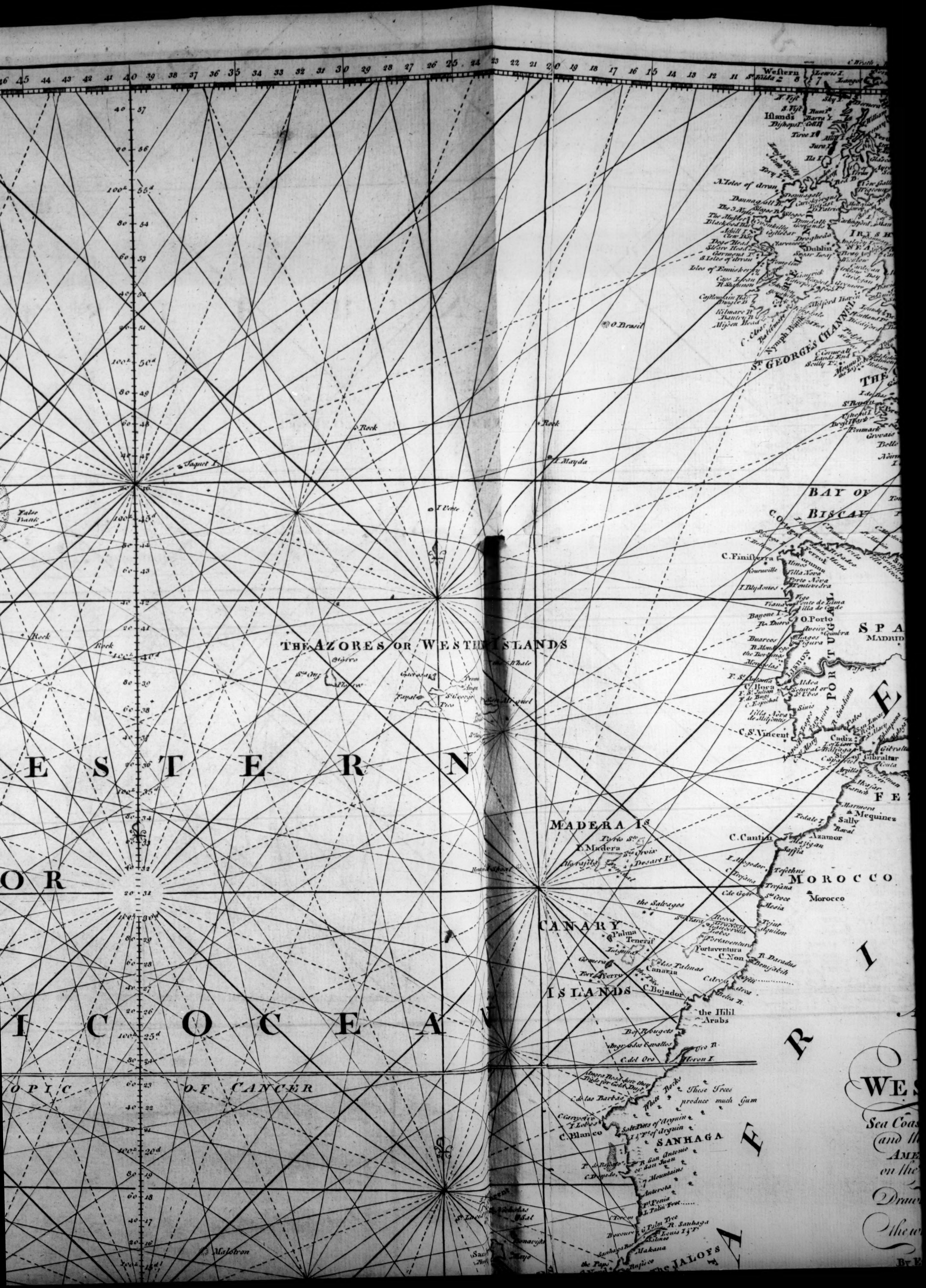
December the 9th, being frozen up, we went on the ice to a small island, lying in the middle of the river, full of poplar wood (which we wondered at) the whole country being full of spruce. April 1669, the cold weather almost over, the Indians began to resort to us. June, calm and hot weather, we began to work on our vessel, and sent boats to sound the river, who found it flowed eight feet water, and now only wait for wind and tide to carry us down the river and over the shoals.

OR

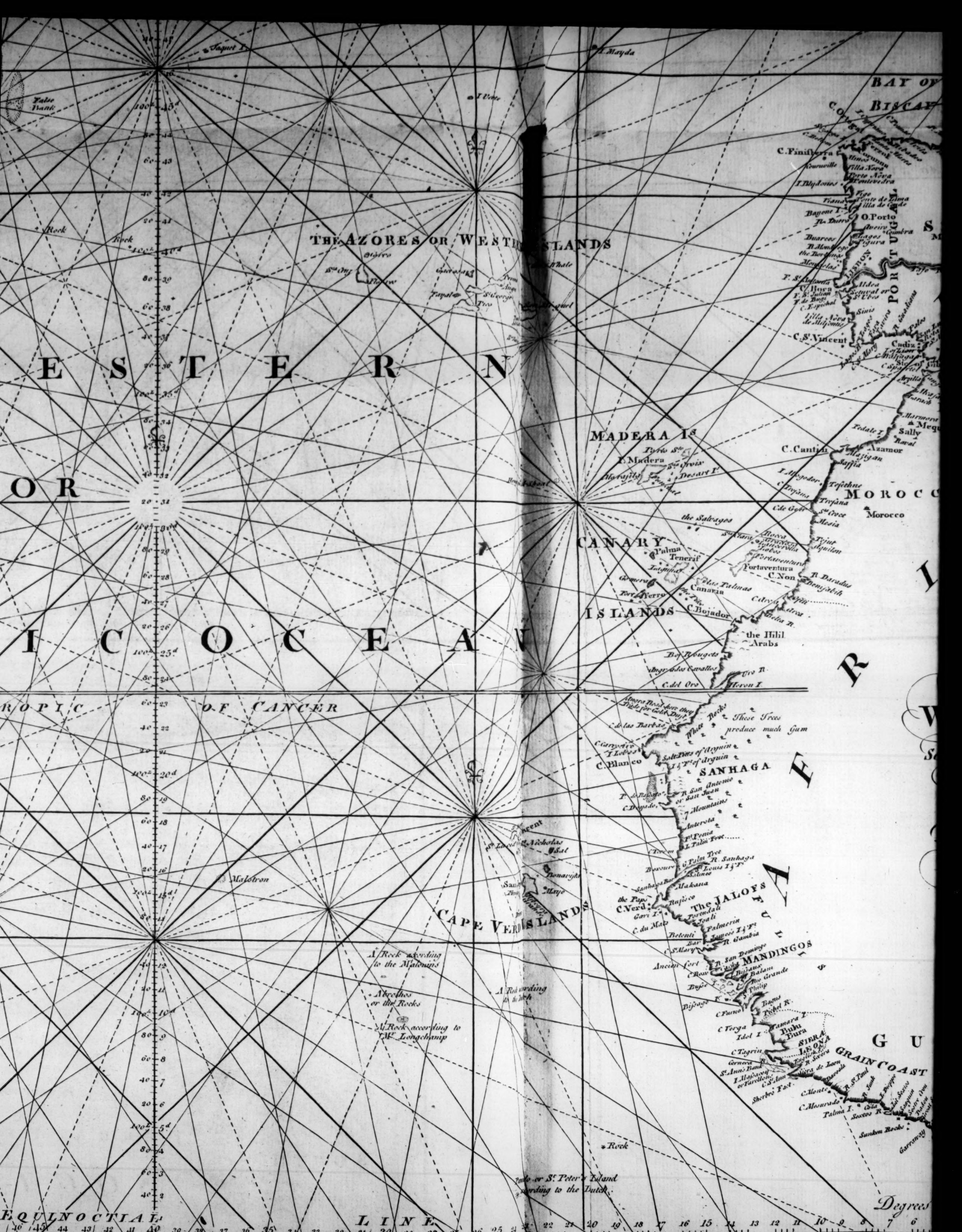
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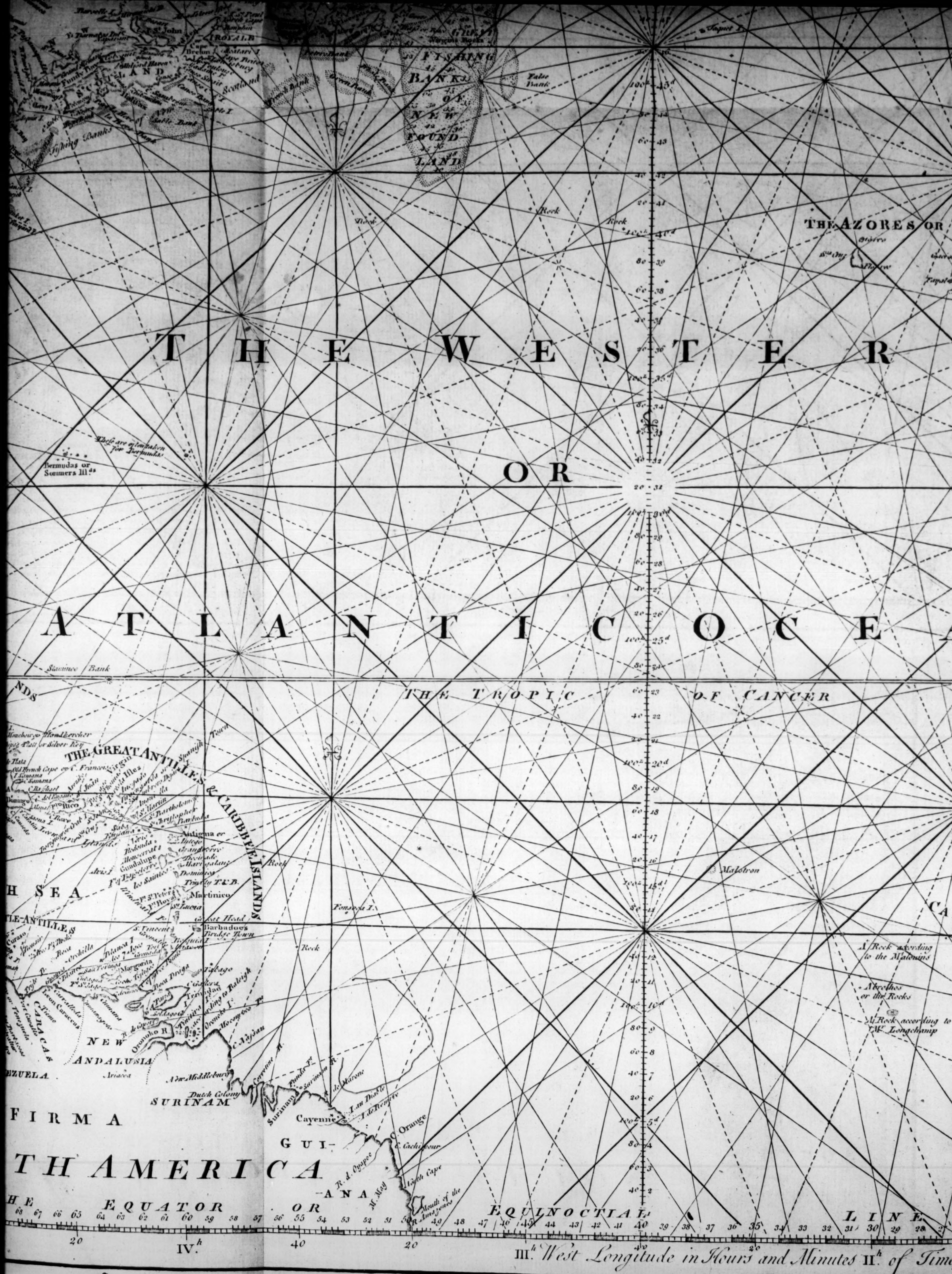


III^h West Longitude in Hours and Minutes II^h of Time from the Meridian of London. I^h



A New and
ACCURATE CHART
of the vast
**ATLANTIC
WESTERN OCEAN,**
including the
Sea Coast of EUROPE and AFRICA on the East,
and the opposite Coast of the Continent of
AMERICA, & the WEST INDIA ISLANDS
on the West; extending from the Equator to
59 Degrees North Latitude.
Drawn from late SURVEYS, & most approved
modern Maps and Charts;
the whole being regulated by Numerous
Astronomical Observations.

By Eman: Bowen Geographer to His Majesty.
Sold by J. Mount, & T. Page, Tower Hill.



F I R M A

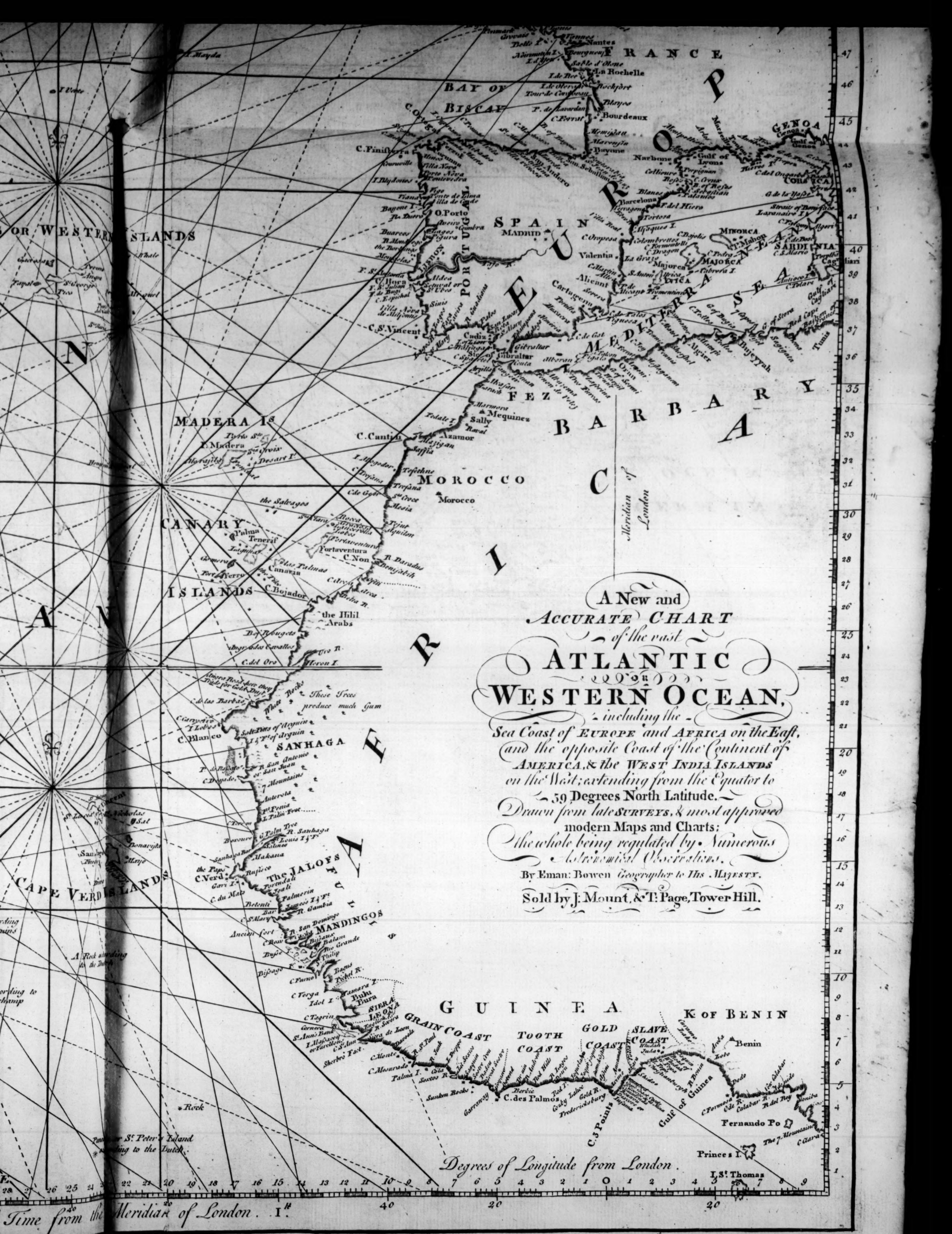
T H A M E R I C A

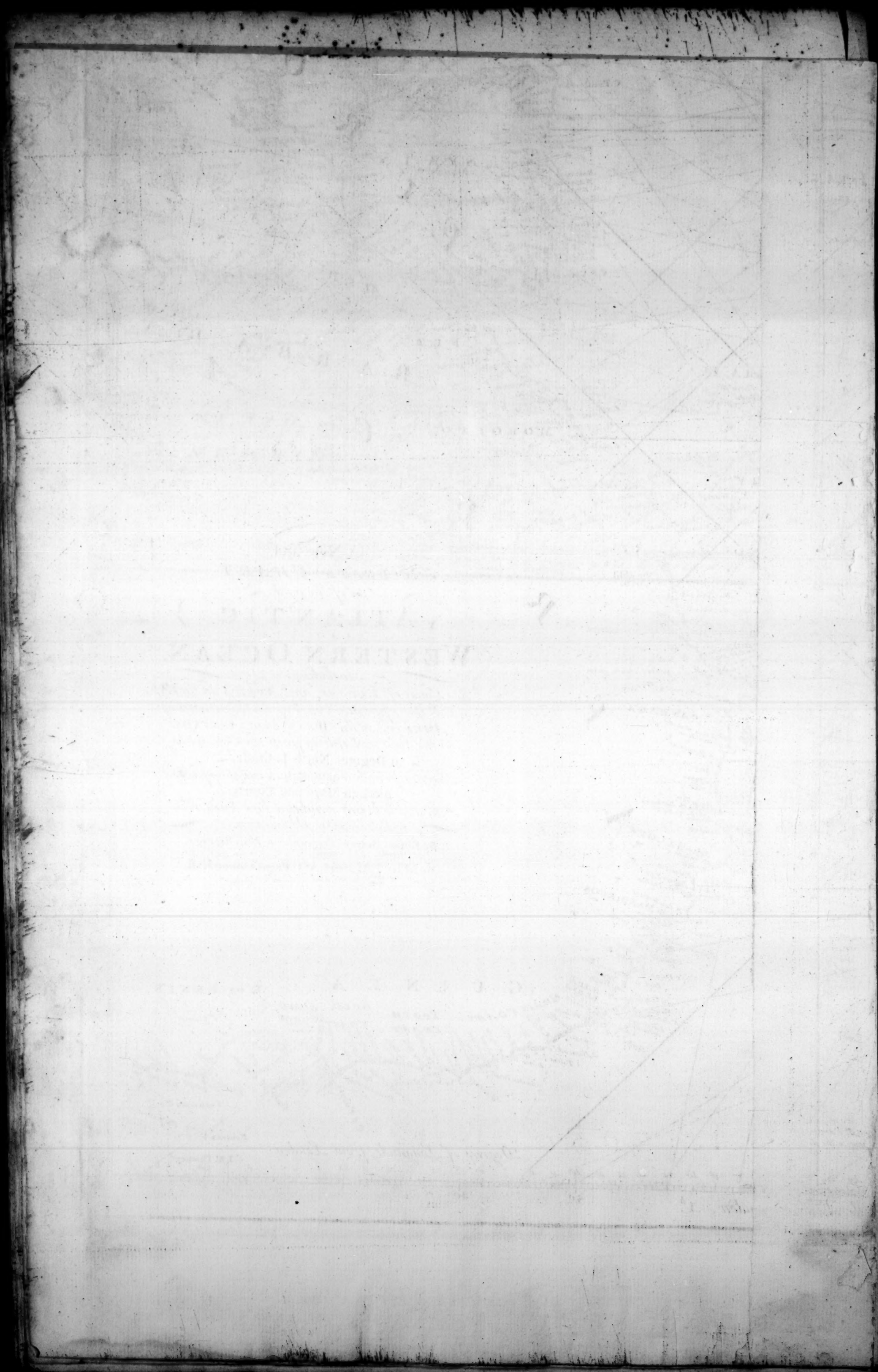
E Q U A T O R O R

E Q U I N O C T I A L

L I N E

III. West Longitude in Hours and Minutes II. of Time





A true Description of the Course and distance of the Capes, Bays, Coves, Ports, and Harbours in Newfoundland; with Directions how to sail in or out of any Port or Place between Cape Race and Cape Bonavista.

Cape Race. FROM cape Race to cape Ballard is NNE. about 3 and a half, or 4 leag. between which, about half way, is *Glam Cove*, which is only for boats; and near to cape Ballard is another cove called *Chain Cove*, where are several rocks lying before it; (but there is no harbour or bay for ships to ride in) and fish between the two capes.

Chain Cove. But to the northward of cape Ballard is another cove for boats; and about 4 miles from the cape is *Freshwater bay*, near half way between cape Ballard and *Renowes*, *Renowes* being the southernmost harbour the *English* have in *Newfoundland*.

Cape Ballard. From cape Ballard to the South Point of *Renowes*, the course is NNE. about 2 leagues. *Renowes* is but a bad harbour, by reason of funken rocks going in, lying in the fairway, besides other rocks on each side, but it is a good place for fishing.

Renowes. They who go in there should be very well acquainted; when you are in, where ships usually ride, you have not above 15 feet water, and but small drift, by reason of shoals about you, and a SSE. wind brings in a great sea, so that it is very bad riding, and only used in summer time: The harbour lies NW. about a league in; but you must keep the South side going in, for that is the clearest.

Off the South point of the entrance of the harbour is an island, a small distance from the shore; and off the said South point of the harbour SE. by E. about half a league is a great rock, high above water, called *Renowes rock*, which you may see at least 3 leagues off in fair weather, but the rock is bold to go on either side.

Renowes Rock. From *Renowes* point to *Formowes* is a league and a half NE. by N. NNE. and N. tending about, but being a little without *Renowes*, the course will be NNE. till you come open of the harbour of *Formowes*. Between the said two harbours is a cove called *Bears cove*, a place only for boats to stop at if the wind be contrary, but no inhabitants.

Bears Cove. *Formowes* is a very good harbour, and bold going in, no danger but the shore itself; it lies NW. and NW. by W. being past the entrance, there are several coves on each side in the harbour, where ships may often and do ride; the first cove on the starboard side (going in) or North side, is called *Clear's cove*, where ships seldom (but may) ride. The next within it a little distance on the North side is the Admiral's cove (where lives a planter) in this cove you lie land-locked from all winds, and ride in 7 or 8 fathom good ground.

Formowes. The Vice Admiral's cove (so called) is on the South-side farther in, or more westerly, and is a very good place to ride in for any ships, good ground; and above the said cove on the S. side farther in, is another arm or cove, where also you lie secure.

You have about 20 fathom water in the entrance of the harbour, but within you have 14 to 12, 10, 9, 8, 7 and 6 fathom, as you please, and the head runs up at least four miles and a half.

Agua Fort. From *Formowes* to *Agua fort* the course is N. by E. about a league, between which are two heads or points of land, about a mile from one another, the southernmost or next to *Formowes*, is called *Bald-head*, about a mile from the harbour's mouth of *Formowes*, between which is a pretty deep bay, but all full of rocks, and no safety for boats to come on shore at in a storm; it is but a mile from the harbour, which is safe for ships or boats, and not above two miles from the entering of *Agua fort*.

Bald-head. The next head to the northward of *Bald-head* is *Black-head*, lying N. and S. one from the other about a mile asunder; and from *Black-head* to the point of *Agua fort* harbour is NW. by N. a mile, which harbour is very good and safe for ships, it lies in WNW. there is a great rock above water going in on the South side, which is bold too, you run up about two miles within the harbour's mouth, and ride on the North-side, and lie land-locked as it were in a pond, like to *Ferryland Pool*, but larger, where with a piece of timber you make a stage from your ship to your stage on shore, being an excellent harbour, and water deep enough.

Black-head. From *Agua fort* to *Ferryland-head* (the South part of the head) the course is E. about three miles. *Crow* island being about a mile from *Agua fort* lies ENE. from the harbour's mouth, and from the SE. end of *Crow* island lies a shoal about a cable's length.

Crow Isle. From the north part of *Ferryland-head* to *Ferryland*, the course is W. by N. about 2 miles; to go into *Ferryland-Port* or harbour, you must sail between the north part of *Ferryland-head*, and *Buoy Island*, it is not very broad, but there is water enough, and clean ground; being within the said *Buoy Island* you may run in and anchor where you please, it being of a good handsome breadth, or you may go into the *Pool*, which is a

place on the larboard-side (going in) with a point of *Beach*, where you ride in 12 feet water, at low water, and there the Admiral ships generally ride, the stages being near; several planters and inhabitants live in this place. From *Buoy Island*, almost into the land to the westward, are small islands and rocks, which makes *Ferryland* harbour or port, and divide it from *Caplin's bay*; between the said rocks in some places is a passage for boats, and the water rises hereabouts three and a half, four, and sometimes five feet, and sometimes three feet, and so it does generally in all the harbours of this land.

From *Ferryland-head* to cape *Broyle-head* is N. by E. almost 4 miles; between which are 3 islands which lie before *Caplin's bay*, there are channels to sail between them to *Caplin's bay*, that is, between *Buoy island*, which is to the southernmost and greatest, and *Goose island*, which is the middlemost, and is the second in bigness next to *Buoy island*; also you may sail through between *Goose island*, which is the middlemost, and *Stone island* which is the northernmost; but these passages are large enough for ships to sail or turn in or out; but between *Stone island* and the north shore, that is cape *Broyle*, there is no passage for a ship, only for boats; there being a great rock between *Stone island* and the N. shore.

Caplin's bay is large and good, and runs in a great way W. NW. at least 6 miles within the said islands, where many ships may ride in good ground, and where sometimes the *Newfoundland* ships meet that are bound with convoy to the *Streights*, but generally rendezvous at the bay of *Bulls*.

From cape *Broyle-head* (the North part of which lies in the bay or harbour of cape *Broyle*) WNW. and NW. by W. about 7 miles and a half.

And from the south point of the entrance to the north point or head is about two miles broad, and lies N. by W. and S. by E. one from the other.

Cape *Broyle* is the most remarkable land on all the South coast of *Newfoundland*, for coming out of the sea either from the southward or northward, it makes a swamp in the middle, and appears like a saddle, ESE. from the North point of cape *Broyle*, about half or three quarters of a mile, lies a funken rock called *Old Harry*, on which is but 18 feet water, the sea breaks upon it in bad weather, but between the shore and it, is water enough of 12 and 13 fathom, and without it is a ledge of about the same depth, where they use to fish, but off the ledge is deep water of 40 or 50 fathom, and deeper. In very bad weather the sea breaks home almost to the shore from *Old Harry*, by reason of the current that sets strong generally to the southward.

From cape *Broyle* to *Brigus by South* (so called to distinguish it from another *Brigus* in the bay of *Conception*) is a league, but from the North-head of cape *Broyle* bay to *Brigus* is but a little more than a mile, and lies in NW. and NW. by W. *Brigus* is a place only for small ships of not above 7 or 8 feet draught of water to ride in the cove, which is not altogether safe, neither is it a place of fishing, where live two planters; there is an island so called where they build their stage, and make their fish upon, who comes there fishing, but the water comes not quite round, unless in a great storm or rage: It is a place of little consequence.

From cape *Broyle* to cape *Niddick*, the course is North by East northerly, five leagues; and from *Brigus* point to cape *Niddick* is North East, almost a mile and a half, between which is *Freshwater Bay*, but of no note. Cape *Niddick* is a high point flat at top, and strait down to the water.

From cape *Niddick* to *Baline-head* is about half a league N.E. by E. between which is *Lamanche*. *Lamanche* is only a cove in the bay, where is no safe riding for any ship.

From *Baline-head* to *Baline* cove is more than half a mile, near three quarters, it is a place where ships usually keep two or three boats with a stage for fishing, where one planter lives; the place is not for ships, only small vessels may come in to lade, and lie within the rock called the *Whale's Back*, which rock breaks off any sea, and there are two rocks above water, one on each side going in, and the *Whale's Back* in the middle, but without the said rocks that are above water.

Against *Baline* cove lies *Goose island* about a mile or half a league to the seaward of *Baline*. *Goose island* is a pretty large island near a mile long.

From *Baline-head* to *isle de Spear* is NNE. a mile within the greatest of the said islands, which is the northernmost, ships every year fish there; on this island is a stage on the inside, that is on the West-side, and good riding in summer season, the island being pretty large, but the northernmost island is only a round hill fit for no use.

Goose Island

Stone Island.

Caplin's Bay

Cape Broyle

Old Harry.

Brigus by S

C. Niddick

Lamanche.

Baline-head.

Whales Back

Isle de Spear

Toads Cove. The next to the *Isle de Spear* is *Toads cove*, where a planter lives, a place for boats to fish, but not for ships to ride.

Foxes Island. A little without *Toads cove* (or to the Eastward) is *Foxes island*, between which and it is no passage, but only for boats to go through at high water.

Momables Bay. From *Baline-head* to *Momables bay* is N. by E. about 4 miles, and lay NW. near two miles; it lies open to the sea, yet is a good place for fishing.

Green Island. From *Baline-head* to the north point of *Momables bay* (which is the South point of *Whitleys bay*) the course is NNE. N. erly 4 miles off, which point is a shoal of rocks that lay a great way off, so that men must be well acquainted to go with ships between the said point and *Green Island*, which is a small island right off against the said point, a little more than a mile; for if you intend to come through between them, then it is best to keep the island side, which is clearest.

Whitleys Bay. From the said shoal point, or South point of *Whitleys bay*, the land on the South side of the bay lies in, first part NNW. and after more westerly.

Gull Island. From the South point of *Whitleys bay*, to the N. point of the said bay is NE. by N. about a league, so that it is a large going into the bay, and about a leag. within *Gull Island* to the head of the bay, there is turning in and out, but about half way into the bay on the N. side (where the planters live, and the Admiral stage is) there is a ledge of rocks which you must avoid; the most part of them may be seen above water; you may lay but little without the outermost which appears dry. This is a far better bay than *Momables*, by reason of the *Gull* and *Green* island laying without before it; you must sail between the islands, or between *Gull Island* and the S. point of bay *Bulls*, yet ships after the beginning of *September* will not care to ride in *Whitleys bay*, but rather come to bay *Bulls*, which is but a league and a half by sea to it, and not above two miles and a half over land.

Bay Bulls. From cape *Broyle* to bay *Bulls* is NNE. half Easterly, five leagues from the South-head of bay *Bulls* to the North-head, called *Bull head*, the course is NE. Northerly a mile and a quarter or thereabouts, between which two heads go in the bay *Bulls*, lying WNW. for at least two miles, and after that NW. for about a mile to the river head. In this bay is good riding from 20 fathom at the first entrance between the heads to 18, 16, &c. After you are shot within *Bread and Cheese Point*, which is a point half the way in, on the N. side, where there is a cove, in which the admirals keep their stage. You must give this point a little birth for a funken rock that lies off that point not half cable's length, else all the bay is bold too, and nothing to hurt you but what you see. Being past that point, run up and anchor (or turn up) against the high hills called *Jean Clay Hill*, (bring it NE.) in 13 or 14 fathom, which you will have there almost from side to side, but merchantmen run farther in, and anchor some in 10, 9, or 8 fathom, not above a point open, and others not above half a point. Men of war ride not three points open. Here generally the fleet is made up; that is, here they meet ready to sail (commonly for the *Streights* by the 15th or 20th of *September*.) It is from side to side against *Jean Clay Hill*, as aforesaid 430 fathom, so that it wants but 10 fathom of half an *English* mile broad.

Bread and Cheese Point. From bay *Bulls* to *Petty Harbour* the course is NE. by N. three and a half or four leagues (between which is nothing remarkable of bays or coves, but a steep dead shore only) about mid-way is a place called the *Spout* being a hollow place, which the sea runs into, and having a vent on the top of the land near the water side, spouts up the water in such a manner, that you may see it a great way off, especially if there be any sea which causes the greater violence.

The Spout. *Petty Harbour*, the entrance of it is a large bay, for from the South-point to the North-point is a league distance NNE. and SSW. and it is a league in, where the ships ride to fish there, being but a little cove, it lies in WNW.

Petty Harbor. From the North-point of *Petty Harbour* to cape *Spear*, the course is NE. by N. two miles or thereabouts, and from thence the land tends in the NW. to *Black-head*, and so to the harbour of *St. John's*.

Cape Spear. From cape *Spear* to the harbour of *St. John's* is NW. by N. four miles; between which are three bays, the first is from cape *Spear* to *Black-head*, and is called cape *Bay*; the second is from *Black-head* to *Low Point*, and that is called *Deadman's bay*, several men and boats being formerly lost in that bay; the third is from *Low Point*, to *St. John's Harbour*, and that is called *Freshwater bay*.

Cape Bay. The harbour of *St. John's* is an excellent good harbour, (though narrow in the entrance) and the chief in *Newfoundland*, for the number of ships used and employed in fishing, and for smacks; as also for the number of inhabitants there dwelling and remaining all the year; it is narrow going in, not above 160 fathom broad from the S. point to the N. point, but bold to the very rock, or shore itself, and you have 16 or 17 fathom, the deepest between the two heads, it lays WSW. but it is yet more narrow after the first entrance, by reason of two

rocks lying within, on each side, but above water, between which you are to sail, being just ninety-five fathom broad, between them. But being past them you may run in boldly (it being then wider by a great deal, and can take no hurt but from the shore, only with the aforesaid rock, on the S. side of it, a point within *Ring Noon* (which is a small bay) there lies a funken rock about 30 fathom off the shore, which has not above 8 feet water in it. Being in the harbour you may anchor in 7, 6, 5, or 4 fathom, as you please, and lie landlocked for all winds, for it lies up WSW.

You must observe that you cannot expect to sail in, unless the wind be at SW. or to the S. ward of it, and then the wind casts in between the two hills till you are quite within the narrow, and there you have room enough. But if it be a WSW. or a more W. erly, the wind will cast out, and you must warp in.

But be sure, if unacquainted, that you mistake not the harbour of *St. John's*, for a place called *Quiddy Viddy*, or *Kitty Vitty*, which is within a mile of it, and shews an opening like a good harbour, as *St. John's* but it is not so, being a place only for boats to go in, it is narrow and dangerous, even for boats at low water; you may know it by a round bare hill (headlike) in the form of an haycock, which is called *Cuckold's Head*, and is just at the South part of the entrance of this *Kitty Vitty*, and to the Northward of *St. John's* three quarters of a mile or more; but besides this, your course from cape *Spear* will guide you.

From *St. John's* to *Torbay* the course is between N. by E. (being a little distance without the harbour) and N. About 2 leagues and a half between *St. John's* and *Torbay* are several points, which have names given them, that is, from *St. John's* to *Cuckold's Head*, going into *Kitty Vitty*; the next is *Small Point*, which lies NE. by N. about 2 miles from *St. John's*; the third is *Sugar Loaf Point*, and lies N. by E. from *Small Point*, half a league; the fourth is *Red Head*, and lies north from *Sugar Loaf* about 2 miles, between which is *Sugar Loaf* and *Red Head*, is a bay called *Logy bay*; and the fifth point is the S. point of *Torbay*, and lies N. by W. half a point westerly from *Red-head*, about 2 miles. This said point of *Torbay* is lower than all the rest. From the said south point of *Torbay* to the anchoring place where ships usually ride, the course is W. by N. 2 miles and more, where you anchor in 14 fathom against *Green cove*.

But if you are open of the bay, the course is WSW. for the bay is large, and at least a league from the south point to the north point, which N. point is called *Flat Rock*; so that if you come from the northward by *Flat Rock* (which is a low black point with a low flat rock lying off it, and breaks on it) your course then into *Torbay* is SW. a league. There live two planters at *Torbay*. It is a bad place for ships to ride in with the wind out at sea; for being open to the ocean there falls in a great sea.

From the north point of *Torbay* called (*Flat Rock*) to *Red-head* by N. the course is N. by W. about half a league; but from *Flat Rock* to *Black-head* by N. the course is N. by W. half W. 2 leagues.

From *Black-head* to cape *St. Francis* is NW. 5 miles; cape *St. Francis* is a whitish point, and low in comparison to the other land, but at sea the high land over it is taken for the cape. Within the point of the cape to the S. ward of it is a cove called *Shove cove*, where boats used to come a tilting (using the fishermen's expressions) that is to split and salt the fish they catch, when blowing hard and is bad weather, cannot get the places they belong to in time. In this cove you may hale up a boat to save her if the wind be out; for which northerly, westerly and southerly winds you will lie safe, there is a good place off it to catch fish.

About half a league off triangular ways, lay funken rocks, the outermost lay ENE. from the cape about a mile and three quarters: There are also great rocks above water, like small islands, the outermost of which lays about three quarters of a mile distant from the cape, and the innermost not half a mile off shore; between which rocks (or islands) and the funken rocks you may go (as I have done) with boats, and find water enough for any ship: But men are unwilling to enter, there being no advantage in the case. These great rocks make the aforesaid *Shove cove* the better and more safe.

There is another cove to the N. ward of the point of the cape for boats when the wind is off the shore, but else not safe.

From cape *St. Francis* to *Bell Isle* is SW. and SW. by S. 5, or 5 and a half leagues, being a large island not above a league from the shore, against which island on the main is a cove call'd *Portugal cove*, where they used to catch and cure fish in summer time, and lies to the eastward. *Bell Isle* is about 2 leagues in length, and about 3 miles broad, and the ships that fish there lie in a little cove on the S. side of the island, which will contain 5 or 6 ships according to the rate as they lay in *Bay Verds*. This description of *Bell Isle* (besides my own setting it from several places) I had from Mr. *John Guy*, of *Carbonera*, and Mr. *Bennet* of *St. John's*, in *August*, 1675, and the same confirmed by Mr. *Sparks* in *Bay Bulls*, on *September* 8, 1675, who had been fishing and making voyages at *Bell Isle* and *Portugal cove*.

From

Caution

Kitty Vitty, or Quiddy Viddy.

Torbay.

Flat Rock.

Red-head from Black-head.

Cape St. Francis.

Shove Cove.

Sunken Rock off the Cape.

Bell-Isle.

Portugal cove

Island Bacalieu.

From cape St. Francis to the island *Bacalieu*, is N. by E. about 10 leagues. *Bacalieu* is an island 2 leagues long, and about half a league broad, about which boats use to fish; there are no inhabitants on it, but abundance of fowls of different sorts, which breed there in the summer time. Between this island and the main is about a league, where you may sail thro' with ships if you please. Bay of *Verd's-head*, and the south-west end of *Bacalieu* lay E. by N. and W. by S. one from the other about a league and a half.

Bay Verds

From cape St. Francis, to the bay of *Verd's-head* is due N. about 8 leagues and a half. And from the head to the bay, or cove, where ships ride, is about three quarters of a mile, to the westward of the head; the place where ships ride is not above a cable's length from one point to the other; which lay north and south one from the other, you lay your anchors in ten fathom, and your ships lie in five fathom, with a cable out; your stem then is not above half a cable's length from the stages. The ships that ride there, are forced to seize their cables one to another, and you cannot ride above 7 or 8 ships at most: It is a bad place and hazardous for ships to ride, except in the summer time, by reason of the great plenty of fish, and they being so near them, make fishing ships desire that place the more, although there are several inconveniencies in it, as being a very bad place for wood and water, &c.

The ships lay open to the SW. into the bay of *Consumption*. Now there is a cove also on the East side of the bay *Verd's-head*, about a musket shot over from the bay *Verd's* itself, called the *Black Cove*, where stages are, and boats kept to catch fish.

Bay *Verds* is easy to be known by the island *Bacalieu*, and also by another head within *Bacalieu* shooting out, called *Split-point*; and also bay *Verds* head itself, which is the Westermost; these three heads shew very bluff, and very like one another when you come from the Southward; there is no danger in going into bay *Verds* but what you see. Here dwell several planters.

Split Point.

From bay *Verds* head to *Split point* which is against *Bacalieu* island, the course is ENE. about half a league.

Flamborough Head.

From bay *Verds* head to *Flamborough head* is SW. by W. about two leagues: *Flamborough head* is a black steep point, but no place of shelter for a boat, but when the wind is off the shore; neither is there any safety between bay *Verds* and *Carbonera* (which is about ten leagues and a half, and lies South-west and SW. by S.) only in two places for boats, the one in the SW. cove of *Green-bay*, which is but an indifferent place, and lie South-west about 4 leagues and a half from bay *Verds*, the other in *Salmon's* cove, which is about three leagues to the N. ward of *Carbonera*.

Green Bay.

From bay *Verd's head* to *Green bay*, is SW. about four leagues and a half. This bay is above a league over, and has nothing considerable in it, only the aforesaid SW. cove, and a place in the bottom of the bay, where the Indians come every year to dig oaker to oaker themselves.

Black Head. Salmon cove.

From the South point of *Green bay* to *Black-head* is SW. a league, and from *Black-head* to *Salmon Cove* is SW. by W. four miles: it is a place of shelter for boats, an island lying in the middle; a river in the said cove runs up, in which are store of salmon.

Carbonera.

From *Black-head* to *Carbonera* is SW. half S. between 4 and 5 leagues.

From *Salmon Cove* to *Carbonera*, the course is SW. about three leagues. The South-end of *Carbonera* island is low, upon which is a fort of 20 guns, which the merchant men made for their defence. The harbour of *Carbonera* is very bold on both sides, so is the island, between which and the main are rocks which are just under water. This is a good place for ships to ride in, and for catching and curing of fish, having several inhabitants, with good pasturage, and above one hundred of cattle, which afford good milk and butter in summer time; there is very good anchoring in clear ground, fair turning in and out, being a mile broad, and three miles in the river, riding in 5, 6, 7, and 8 fathom, or deeper water if you please. But to the northward of this point of *Carbonera* are two coves where planters live, and keep boats for fishing; the northernmost of these two coves is called *Clown Cove*, not good for ships but for boats, being about two miles from *Carbonera*; the other is called *Croquets Cove*, where lives two families, and is but a little to the northward of the entrance of *Carbonera* bay or port.

Clown's cove

Croquets cove

If you are bound, or intend for *Carbonera*, you may go on which side of the island you please, which lies without the bay (or entrance) about a mile from the shore, but if you go to the southward of the island, you must keep the middle between the point of the island, and the south point of *Carbonera*, because it is foul off the south west end of the island, and off the fourth point of the main, therefore your best going in is to the northward of *Carbonera* island, and so is the going into *Harbour Grace*; to the northward of *Harbour Grace* island, *Carbonera* lies in WSW. two and a half or three miles, and from *Carbonera* to *Harbour Grace* SSE. a league or more.

Carbonera Island

Carbonera and *Harbour Grace* lie NNW. and SSE. one from the other above a league; but *Harbour Grace* lies from the entrance WSW. at least eight miles, and is a mile broad. But between *Carbonera* and *Harbour Grace* is *Muskeja* cove, where

Muskeja cove

ships may ride but seldom use it. Here lives two planters; it is not so convenient for fishing ships as other places, altho clean ground, water enough and large.

You may turn into *Harbour Grace*, all the bay over from side to side, and come off which side you please of the rocks called *Salvages*, which is almost in the middle of the channel. But there is another rock on the north side called *Long Harry*, something without *Salvages*, near the north shore, where you go between the main and it with boats, but needlers with ships, although water enough. Both the rocks are a great height above water, being within, or to the westward of the rock *Salvages*, you may turn from side to side by your lead, until you draw toward a mile off the point of the beach (within which the ships ride) you must then keep the North shore, because there is a bar or ledge shoots over from the South side almost to the North shore.

To know when you are near the said bar, or ledge, observe this mark; you will see two white rocks on the land by the water side, in a bank on the North side, which shews whiter than any place else, and is about a mile below, or to the Eastward of the beach, which is good to be known, being a low point, nothing but beach for a pretty distance; keep the said north shore pretty near, where you will have three fathom and a half on the bar, and presently after 4, 5, 6, and 7 fathom; but if you stand over to the southward till you are got within the said bar or ledge, you shall not have above 7, 8, and 9 feet water; this sand tends SE. from thwart the aforesaid two white rocks, and runs over close to the south side: but being past that as aforesaid, you may turn from side to side, till within the beach, and ride landlocked in 4, 5, or 6 fathom, or higher up in 7, 8, 9 or 10 fathom, as you please. The harbour, or river, runs up SW. by W. at least two leagues above the beach, navigable.

Being bound for *Harbour Grace*, be sure go to the northward of *Harbour Grace* islands, which lie before the Harbour above a mile off; for the southward of the islands between it and the south shore of the harbour is foul ground. The harbour lies in WSW.

From *Harbour Grace* to cape St. Francis, is East northerly 7 leagues and a half.

From *Harbour Grace* to *Bryants cove*, is SW. about half a league, but it is no place where ships use: one planter lives there it being a good place for catching fish. In the entrance of this cove lies a rock in the middle, but above water. You may go in on either side with a ship, and have 4 or 5 fathom, and anchor within it in clear ground.

From *Harbour Grace* to *Spaniard's bay* is SSW. about three leagues. This bay is deep and large almost like bay *Roberts*, but there are no inhabitants, neither do men use this place for fishing, but there is good anchoring all over the bay: it is but a small neck of land over bay *Robert*.

From *Spaniard's bay* to bay *Roberts* is SE. by E. Southerly, about 2 miles. This bay is about 2 miles and a half broad, from the north point to the south point, which lay NW. and SE. one from the other; there is a very good turning into the bay, and no danger but what you see. You may borrow on either side, and go close to the island which lays on the starboard side going in. The bay is at least three leagues from the first entrance; it runs up with two arms, after you are a league in, the one lays up WNW. and is the deepest, and the other SW. being past the island, or to the westward of it, which is bold too, you may run up about a mile, and lay landlocked in 9 or 10 fathom within the island.

From bay *Roberts* to *Port Grave*, is 3 or 4 miles about the point; this bay is large, deep, and very bold, as the other bays are; there is a cove on the starboard side going into this bay, called *Sheep's cove*, where you may moor your ship by head and stern, and ride in 4 and a half or 5 fathom, but your anchor to the SW. lies in 22 fathom, about a cable and a quarter's length from your ship.

From *Sheep's cove* to *Port Grave*, is west by south a mile, or somewhat more, but ships ride not within the small islands which are by *Port Grave*, it being shoal water within them, but ride off without them.

From *Sheep's cove* to *Cupid's cove*, the course is SSW. about 4 miles; it is a good place for a ship or two to ride in 4, 5, or 6 fathom, and not above a point open; the cove lies in SW. and the fourth side of the bay to *Burnt-head*, lays NE. by East, and SW. by W. one from the other about a league, for *Sheep's cove* and *Cupid's cove* are in the same bay of *Port Grave*; but *Cupid's cove* is on the S. side, and the other on the N. side; the bay runs up WSW. and is above three leagues long.

Burnt-head, which is the south point of the bay, and *Port Grave*, lay SE. and E. and NW. by W. two and a half or three miles. *Burnt-head* is so called by reason of the trees that were on it are burnt down.

From *Burnt-head* to *Brigus*, is S. by W. a league. The south point of *Brigus* is a high ragged point which is good to know it by: The bay of *Brigus* is not above half the breadth of *Port Grave* bay, and you run up SW. by W. and WSW. about half a league, and anchor on the north side where two planters live in a small bay. Only small ships use this place, it being so far up the bay of *Conception*.

From

Colliers Bay From *Brigus* to *Colliers bay* is SSW. two and a half or three miles, it is a place now not inhabited. And from *Colliers bay* to *Salmon cove* is S. about two miles and a half, but no place considerable, and without inhabitants. It is sometimes called *Salmon Pool*.

Salmon Cove From *Salmon Cove* to *Harbour Main* the course is SSE. about 2 miles. In this place lives a planter; it is a good place for fishing, but ships seldom goes so high up into the bay.

Harbour Main From *Burnt-head* to *Harbour Main* is about three leagues and a half; and from *Harbour Main* to *Holy-Road* is SE. by S about two miles, then the land tends about to the Eastward towards *Bell-Isle*. *Holy-Road* has eleven fathoms water good ground.

Holy-Road From bay *Verds-Head* to *Split point* the course is ENE. half a league.

Split Point From *Split-point* to the point of the *Grates*, NNW. two leagues.

Grates From the point of the *Grates* to the NW. or north-end of the island *Baccalieu*, the course is E. by S. four and half or five miles.

Break-heart Point From the *Grates* to *Break-heart-point*, NNW. WNW. and W. tending about two points; between the *Grates* and this point is a bay where boats may lay with a wind off the land of *Break-heart point*; there is a ledge of rocks, but above water.

Scurvy Isle. From *Break-heart-point* to *Shipwreck point*, going into *Old Perlican*, the course is SW. by S. 5 or 6 miles. To the Southward of *Break-heart-point* is a small island, some little distance off the shore, called *Scurvy Island*; between the said island and *Sherwick-point* runs in a pretty deep bay, and lies in SE. from *Sherwick-point* about three quarters of a mile.

Sherwick Point *Sherwick point* is bold, off which is a rock above water; this point is the North point of *Old Perlican*. They who are bound to *Old Perlican* cannot go with a ship to the Northward of the island, that is between the island and *Sherwick point*, although it seems a fair passage, yet it is altogether foul ground, and a shoal of rocks from the main to the island (which island is about a mile and a quarter round, and about half a mile in length) therefore whoever intends for *Old Perlican* with a ship, must go to the Southward of the island, between that and the main, and run in within the island, and anchor in 4 or 5 fath. But there is a rock just even with the water, and some under water, that lay about the middle of the bay within the island, or rather nearest to the main. *Old Perlican* is but an indifferent road, if the wind comes out at WNW. you are forced to buoy up your cables for the badness of ground, and the boats go a great way to catch fish, about five or six miles, unless it be in the very chief of summer. In this place live several planters.

Old Perlican From *Old Perlican* to *Sille Cove* is WSW. southerly, about 7 leagues; *Sille Cove* is but an indifferent place for ships, such as bay *Verds*.

Sille Cove From *Old Perlican* to *New Perlican* the course is WSW. 7 or 8 leagues. This is a very good harbour, where you may lie landlocked in 5, 6, 7, 8, 9, or 10 fathom. It is very bold and large going in, so that if you can see the point before night, you may run safely in, nothing to hurt you but the shore itself; the Eastermost point, going in, is called *Smutty-nose-point*, and the Westermost *Gorlob Point*, between which point is the entrance, which is almost about 2 miles broad, and has 20 fathoms water; and as you sail in, it grows narrower and shoaler, lying in first WSW. after runs up to the westward in a bight, where you lay landlocked, and above half a mile broad, so that you may turn in and out, and anchor in what depth you please, from 12, 10, 8, 6, 5, or 4 fathoms very good ground. The description of this harbour I had from Mr. *John Edwards*, who fished there formerly, all the rest being of my own experience. From *New Perlican* it is about five leagues over to *Randombead*, and they lay nearest NW. and SW. one from the other. In the river or bay of *Random* are several arms and harbours; for *Random* and *Smith's* sound come all into one, but it is nine or ten leagues under the head of each where they meet, and there is a little island at the head where is 4 and 5 fathom; only at the island going through you have not above 12 feet water, and it is not a mile broad there, as I was informed by the planters at *Bonaventure*, who usually go a furring there in the winter. *Smith's Sound* runs in WSW. as far as I could see off *Bonaventure*. I was also informed that it is but 15 leagues from *Bonaventure* to *Tickle Harbour*, the bottom of *Trinity Bay*; but there is a bay called *Bay Bulls*, which runs in 3 or 4 leagues, and is not over from thence to *Placentia bay* (the back or West-side of the land) above two miles. And that the islands of *Placentia bay* are about 9 or 10 leagues long each, and 5 miles broad, on which are many deer; they lie NW. and SE.

Random From *Bonaventure* to *Irelana's-Eye* is SW. two, or two leagues and a half.

Porta Bonaventure From *Bonaventure-head* to *Bonaventure*, the course is NW. half point Westerly, about two miles or more, but being got a mile from the head, then the harbour lies NW. by N. about a mile to the *Admiral's Stage*. The port *Bonaventure* lies within two small islands, between which you sail in, but you may go on either side of the island between that and the main, if you have a leading wind, no danger, and shall have 4 or 5 fathoms

at least, and run in within the said islands, and anchor in that depth in good ground. You have there a very secure place for boats in bad weather, running in with a point behind, or to the Northward of the *Admiral's Stages*, like a great pond, leaving the planter's house on the larboard-side; this place will contain above an hundred boats in security.

There is an island which lays off the W point of the harbour called *Gull-Island*, off which they used to fish; from the said island the harbour lays in N. about a mile. There are several islands which are without, off *Bonaventure*, the one is from the port SSW, 5 or 6 miles, called *Green Island*, which is a pretty big island, and you see it as soon as you come out of *Trinity Harbour* in fair weather; another island lays SW. by S. three miles, and another island without that, about 4 or 5 miles from *Bonaventure*, the course is SW. by S.

From the *Bonaventure-head* to the *Horseclops*, is ENE. about 3 leagues and a half. Horseclops

But from *Bonaventure-head* to *Trinity Harbour*, is NE. by N. about 3 leagues; between which are some bays, but not for ships to ride in, unless the wind off the shore.

The *Horseclops* and *Sherwick-point* (being the North point of *Trinity Harbour*) lay WNW. and ESE. one from the other two leagues; between the *Horseclops* and *Trinity Harbour* are two places where ships use to fish, the one in *English Harbour*, and is WNW. from the *Horseclops* 2 miles, and after you are about a point, tends ENE. again; it is a clean bay, and you ride in 4 or 5 fathom water; a planter or two lives here. English Harbour

From *English Harbour* to *Salmon Cove*, the course is NW. by W. westerly about half a league; it is a place for fishing, and there is a river which runs up about two miles to the N. ward. Salmon Cove

Without *Salmon Cove* is a headland called *Foxes Island*, yet joins to the main by the neck of beach. To the northward of the said island or headland, between it and *Sherwick Point*, runs in a bay called *Robin hood's*; and in the said bay, behind a point which lies out, small ships ride and fish there. Foxes Island

From the *Horseclops* to *Trinity Harbour*, the course is WNW. about 2 leagues. *Trinity Harbour* is the best and largest harbour in all the land, having several arms and coves, where many hundred ships may all ride landlocked: It is a place which you may turn in or out, being bold too on each side, neither is there any danger but what you see, only going into the SW. arm, where the *Admiral's Stage* usually is, lays a shoal called the *Muscbell Bank*, which shoots off from the point within the small island on the larboard-side going in, and lays over NW. about a third of the breadth of that arm, which you must avoid; being within that bank, which will discover itself by the colour of the water; you may edge over close to the South shore if you please, or keep your head to avoid the *Muscbell-Bank*, giving it a little distance; you may anchor in 14, 12 or 10 fathoms, and you may come near to the stage on shore, as to make a stage with top-masts to your stage on shore, to lade or unlade your ship. It is a most excellent harbour, for after you are in this SW. arm, there is another runs up WNW. near two miles, and near the head of that another runs up SSW. but there is a bar or ledge at the entrance of this SSW. arm, but the former WNW. is a large place, and good anchoring for 500 sail of ships. You have, besides the fore-mentioned arms, the main harbour turning or lying up NNW. and being within the harbour's mouth, you may ride in a cove large and good on the starboard or East side, and landlocked in good ground, where planters live, and over against that cove, on the larboard or West side, are two other coves, the northermost of them is called the *Vice Admiral's Cove*, for the conveniency of curing fish. And above, or to the northward of that, is a large cove or arm, called *God Almighty's Cove*, where there is room enough for 3 or 400 sail of ships to ride all in clear ground; neither wind or sea can hurt you, nor any tide; in which place ships may lay undiscovered till you run up so far as to bring it open. Several other places there are in this excellent harbour in good clean ground, tough clay in all the arms and coves in *Trinity*, and have 4 and 5 fathoms water within two boats length off the shore any where, and 6, 7, 8, 9, 10, 12 and 14 fathoms, and some places more; in the middle of the arms and channel as you please; you may turn in or about as aforesaid, observing your tide, which rises there about four feet, sometimes more; for not only *Sherwick-point* is bold, which is the northermost, but also *Savages*, which is the southermost.

From the *Horseclops* to the South-head of *Catalina-Bay*, is NE. by N. and NE. 5 leagues. About a league to the northward of the *Horseclops* is *Green Bay*, which runs pretty deep in, but no place where ships used to ride or fish; being past *Green Bay*, there is no place or cove for boats till you come to *Ragged Harbour*, or *Catalina*. Green Bay

From the south-end of *Catalina Bay* to the north-head, is NNE. three leagues; between which two heads is *Ragged Harbour*, and *Catalina Harbour*. *Catalina Harbour* lies from the south head N. by E. northerly about two miles. S Head of the Bay of Catalina.

Ragged Harbour is so called by reason of the abundance of ragged and scraggy rocks which lie before and within the harbor, there is no going into the southward with ships, but only for boats, and that you must be well acquainted with, for there are very many rocks above and under water. Ragged Harbour.

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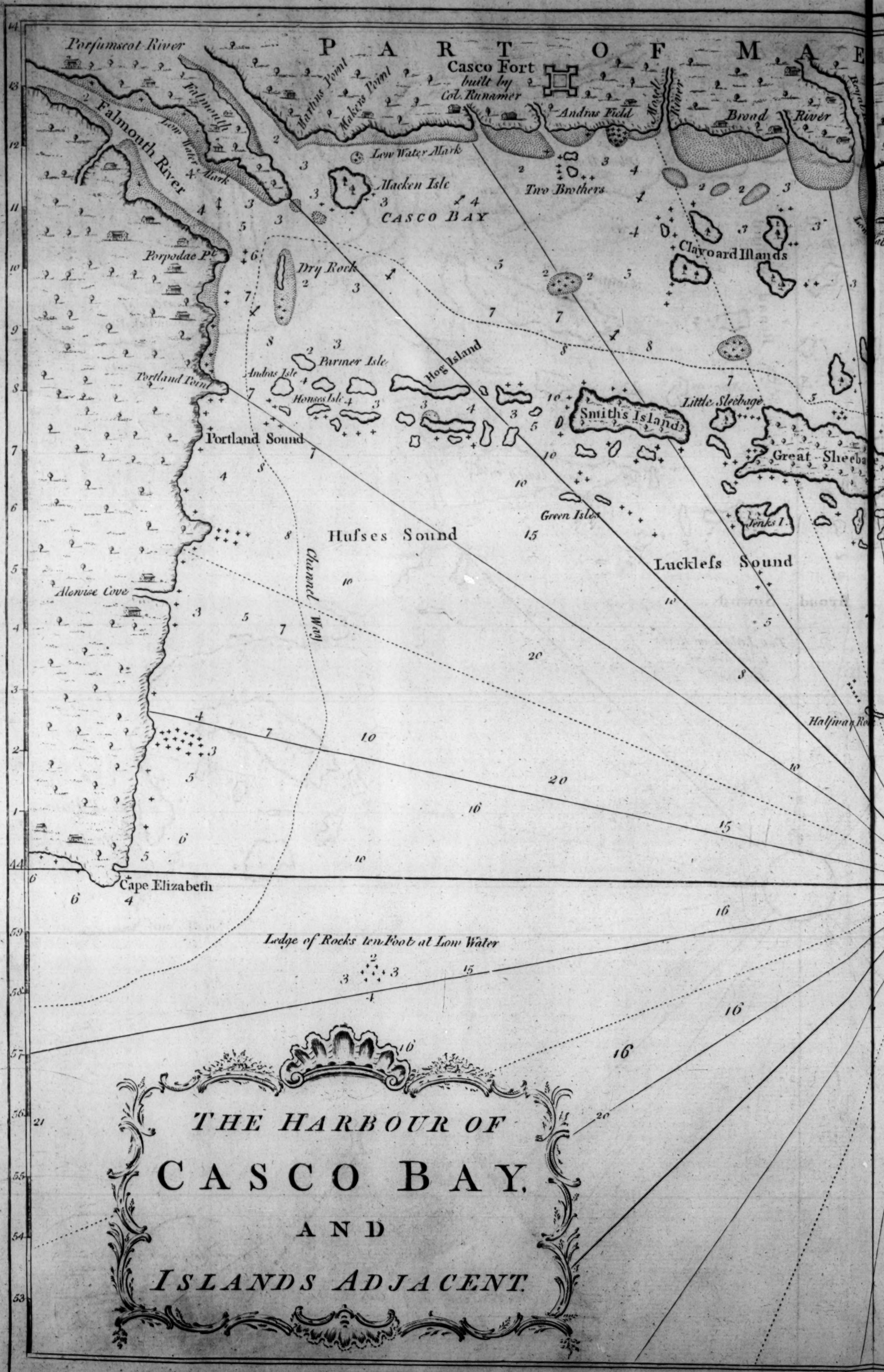
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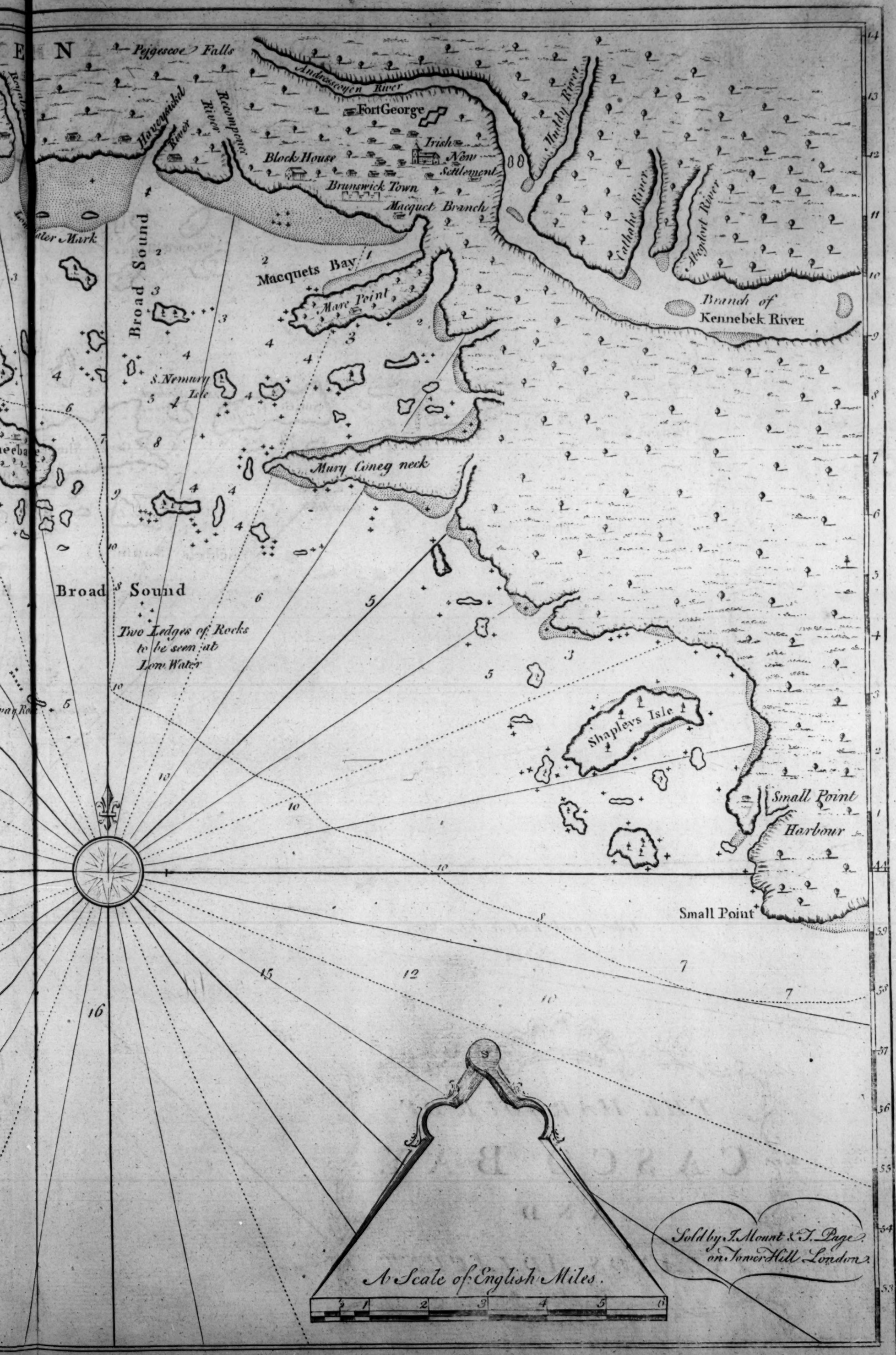
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A Description of Newfoundland.

11

They who intend for *Ragged Harbour* with a ship, must go to the northward of all the aforefaid rocks or islands, that lie before it (which make the harbour, and run so far to the northward till they bring *Ragged Harbour* open; then sail in between a round island which lies close to the main, and a great black rock, which lies off the north end of all the *Ragged Islands*, sail in till they are about the middle of the aforefaid islands, which will be to the seaward of them, and anchor there; this is a river of fresh water at the head of the harbour, but no inhabitants.

Two miles to the northward of *Ragged Harbour*, is the harbour of *Catalina*, which is a very good and safe harbour, and good ground, not above 8 fathom from 3, to 4, 5, 6, 7, or 8 fath. as you please. You may with a leading wind sail between the small island which is a little to the S. ward of the harbour, and have 4 or 5 fathom at the least going through, but it is not above a cable's length broad; or you may go without the said island to the Eastward of it, giving the island a small birth, and so sail in with the middle of the harbour, for about a mile distance from the S. point of the harbour, ENE. is a shoal, upon which if there be ever so small a sea it breaks, but you may sail between the island and the shoal; or you may go to the northward of it, between the shoal and the north shore, and borrow off the north side of the main of *Little Catalina*, a harbour which lies in.

Being off *Little Catalina* all the way to the harbour, you have not above ten fathom, and from 10 to 8 and 7 fathom, then 8 and 9 fathom again. It is reported there is a rock which lies about three quarters of a cable's length from the S. point of the entering into the harbour, which has but nine or ten feet water on it, but by all the endeavours I made by sounding, I could not find it, putting in three times in a shallop. However it is easily avoided, if any such, by keeping somewhat nearer to the N. shore, till you are shut within the said point, for all the harbour over is good sounding. Close to the shore within the harbour you may anchor in 5 fathom landlock'd. In the SW. arm the harbour lies in WSW. or you may anchor in 3 fathom and a half within to the S. ward of the little small green island within the said harbour, or run up two miles towards the river head, where fresh water runs down. In this harbour you may anchor in 7, 6, 5, or 4 fathom. There is a kind of bourn rises in this place very often, that will cause the water to rise three feet presently, and then down again, and you have it two or three times in three or four hours at certain seasons. It is a very good harbour and abundance of herbs, *Alexander* grows on that small island in the harbour. Here is store of salmon to be caught at the head of the harbour, if you have nets. Here are no inhabitants. And near a small cove in the WNW. within the small island is a fire stone of a glittering colour, a kind of mineral, excellent good wheel locks growing in the rocks.

From *Catalina* harbour to *Little Catalina*, is NNE. about half a league, it seems to be a good sandy bay, but I went not into it.

From *Catalina* harbour to the north head of the bay NE. easterly, a league and a half.

From the north head of *Catalina* bay to *Flower's* point, the course is N. by E. a league and a half; off which point are funken rocks, called *Flower's* rocks, the sea breaks upon them in a swelling (or great) sea, and they discover themselves plain, they lie about half a league off the shore, which are the utmost I could perceive with all the curiosity I had to take notice of them, by passing them twice in the day time; you may go between the point of the *Flowers* (which has some rocks lying off it) and the said funken rocks; you have a mark if in the day-time to go without them, which is to keep *cape Larjan* open to *Bird's Island*, and that will carry you clear without to the eastward of them with any ship. Some would persuade that the *Flowers* rocks lie two or three leagues off. but I am not of that opinion, knowing to the contrary.

From *Flowers* point to *Bird's Island* the course is N. by W. about three miles and a half. Within the said *Bird's Island* is a large bay, one arm within the S. point of the land, which runs WSW. a good distance, where ships may ride. There is another arm also runs up within some rocks which are above water; but I went not into that arm, for the bay runs to *cape Larjan*; *Bird's Island* abounds with Willocks, Gannots, Pigeons, Gulls, &c. which breed there in summer.

From *Bird's Island* to *cape Larjan*, the course is N. easterly, between two and three miles.

From *Flower* point to *C. Larjan*, is N. half a point westerly, *C. Larjan* is but a low point, off which lies a great rock above water.

From *cape Larjan* to *Spiller's* point is NNW. two leagues; between which *cape* and *Spillers* point runs in a pretty deep

bay, over which point between that and *cape Larjan* you will see the high land port *Bonavista*, when you are a good distance off at sea, being high land. *Spillers* point is indifferent high, steep up and bold too.

From *Spillers* point to *cape Bonavista* the course is NNW. about a league, between which is a very deep and great bay, so that men unacquainted would judge that they went into the harbour of *Bonavista*. It is but a small distance off, about 2 miles and a half over, from the bottom of the bay to port *Bonavista* by land, and is but a meer neck of land; from *Red head* bay to this bay not above half a musket shot.

The head of *cape Bonavista* appears at a distance of a sky colour. About three quarters of a mile N. by W. from the cape, is a small island called *Gull Island*, easy to be known, being indifferent high, and highest in the middle, and makes somewhat like the form of a *Fleur de Lys*, or a hat with great brims; you may see it four or three leagues off in clear weather: And NE. about a league from *cape Bonavista* is a ledge of about 10 fathoms water on it; where boats use to fish, *cape Bonavista* lies in latitude 49 deg. 10 min.

From *cape Bonavista* to port *Bonavista* the course is SW. about 5 miles. If you come from the S. ward and intend for *Bonavista*, you may sail between *Gull Island* and the cape, they being both bold too, and about three quarters of a mile asunder, but you must leave *Green Island* on your larboard side going to *Bonavista*, for between it and the main is but narrow, and some places shoal rocks, not safe for ships to pass through; but you may sail between the said *Green Island* and *Stone Island*, with any ship without danger, being safe or bold; or you may go to the westward of *Stone Island*, and run to the S. ward until you open the bay or harbour of *Bonavista*, and are past *Moses* point, and so to the southward of the rocks, called the *Sweers*, which are high rocks, within which you ride (for there is no passage to the N. ward of them) and lie in 11, 10, 9, 8, 7, 6 or 5 fathoms as you please, and must always have a good anchor in the SW. and another fast in the *Sweers*, or anchor in the NW. for westerly winds blow right into the road. It flows generally to the northward about *Bonavista*, and the places adjoining WNW. that WNW. moon makes the highest water, which most masters of ships, using these parts, have observed.

With small vessels you may go between *Green Island* and the main, (but not with great ships) and so to *Red Head*, but the bay between the points (over against *Green Island*) and *Red head*, is all foul ground to anchor in. A little distance about a cable's length from the shore is a funken rock, but with boats you may go between the shore and it, the sea breaks on it. Being past *Red head* you sail SW. to *Moses* point; between which two points is a large bay or cove, called *Baylies* cove, where you may anchor on occasion. There is a stage kept generally for fishing every year, on the larboard side of the north side of the bay.

From the east part of the great bank of *Newfoundland*, in lat. 45d. 06m. to the east part of the bank *Queco*, in 41d. 16m. I made 120 leagues distance. The N. part of the bank *Queco*, in lat 45d. 06m. the SW. of *Queco* in 44d. 16m. and the isle of *Sabies* in the lat. 44d. 16m. and about 14 leagues to the westward of bank *Queco*; the north part of *Queco* on a west course is about 18 leagues in length; from the NW. part of *Queco* to the harbour of *Causo* is NW. by W. half W. 39 leagues, after you have lost sounding of *Queco*, on which is commonly about 35 fathoms, unless on the SE. part where (and on a certain spot near the middle, as fishermen inform us, there are about 18 fath.) after you are to the W. ward of *Queco*, and also before, you have 100 and 95 fathom, black mud; there is a small narrow bank, about 2 leagues to the NW. of the middle *Queco*, but it reaches not so far to the northward as the north part of *Queco*; about 20 leagues WNW. from the NW. point of *Queco*, you will strike ground on *Frenchman's* bank, which is a narrow bank that stretches ESE. and WNW. thwart the harbour of *Causo*, about nine leagues off; you must keep your lead going when you reckon yourself near this bank, or else on NW. course you will soon be over it; being not past 3 leagues broad, and when over it, you have 100 and 95 fathoms water black mud; it is the best way to fall to the westward of *Causo*, because on the *French* coast you have no soundings, as I have heard the fishermen say, and that the winds in the summer are generally SW. and WSW. and very often foggy.

Note, The ground to the westward of *Causo* rises very suddenly from 100 to 95, 70, to 40 fathoms hard ground, then you are not past two or 3 miles of the land; be careful of sailing in with *Causo* in foggy weather, for SE. and ESE. from it lie funken rocks, which in fair weather seldom appear at high water.

The Courses and Distance of the Coast of Newfoundland, between Cape Race and Cape de Spear, by Captain Henry Southwood.

These Courses are set by a MERIDIAN COMPASS with Allowance of Variation.

	Course.	Leagues.	Miles.
From <i>cape Race</i> to <i>cape Ballara</i>	NNE.	3 $\frac{1}{2}$ or 4	11
From <i>cape Ballard</i> to the south point of <i>Renowes</i>	NNE.	2	6
From <i>cape Ballard</i> to <i>Renowes</i> rock, which is high above Water	NE. half Northerly	2	6
From <i>cape Ballard</i> to <i>Ferry Head</i>	NE. by N. half N.	5	15
From <i>Renowes</i> point to <i>Formowes</i> NE. by N. NNE. and NE.	NNE. half E.	1 $\frac{1}{2}$	5

D

Catalina
Harbour

Little
Catalina.

N. head of
the bay of
Catalina

Flowers
Point Sunken
Rocks

Mark to go
clear off the
said Rocks

Bird Island.

Cape Larjan

Spiller's
Point.

C. Bonavista.

Gull Island.

Green Isle.
Stone Isle.

Moses Point.

Sweers.

Port Bonavista

A Description of Newfoundland.

	Course.	Leagues.	Miles.
From <i>Renowes</i> to <i>Ferryland-Head</i>	NE. by N. half N.	8 $\frac{1}{2}$	or 11
From <i>Formowes</i> to <i>Bald-Head</i>	NNE.	1 $\frac{1}{2}$	1
From <i>Bald Head</i> to <i>Ferryland-Head</i>	NE. by N. half northerly	1 $\frac{1}{2}$	5
From <i>Bald-head</i> to <i>Black-head</i>	North	1 $\frac{1}{2}$	or 1 $\frac{1}{2}$
From <i>Black-head</i> to <i>Ferryland-head</i>	NE. by E.	1 $\frac{1}{2}$	or 4
From <i>Black-head</i> to <i>Augua Fort</i>	NW. by N.	1 $\frac{1}{2}$	4
From <i>Augua Fort</i> to <i>Ferryland-head</i> , the south part of the <i>Head</i>	East northerly	2	6
From <i>Augua Fort</i> to <i>Crow-Island</i>	E. and NE. by E.	1 $\frac{1}{2}$	4
From <i>Crow Island</i> to <i>Ferryland head</i>	E. by S.	1 $\frac{1}{2}$	or 1 $\frac{1}{2}$
From <i>Ferryland-head</i> to <i>Cape Broyle head</i>	North by East	1 $\frac{1}{2}$	4
From the east end of <i>Bury Island</i> to <i>Cape Broyle head</i>	NNE.	1	3
From <i>Ferryland-head</i> to S. of <i>Gull Island</i> , which is off <i>Whitless-bay</i>	NNE.	5 $\frac{1}{2}$	16
From <i>Ferryland-head</i> to <i>Cape Spear</i>	NNE. half E.	11	33
From <i>Cape Broyle-head</i> , the Bay or Harbour <i>Cape Broyle</i> lies in	WNW.	2 $\frac{1}{2}$	7
From <i>Cape Broyle-head</i> to the N. Head of <i>Cape Broyle Harbor</i> , } or <i>Brigus point</i>	N. by W.	$\frac{1}{2}$	2
From the said N. point of <i>Cape Broyle Harbor</i> into <i>Brigus</i> is	NW. half W.	1 $\frac{1}{2}$	1
From <i>Cape Broyle head</i> to <i>Cape Neddick</i>	N. by E. Northerly	1 $\frac{1}{2}$	or 5
From <i>Cape Neddick</i> to <i>Baline head</i>	NE. by N.	1 $\frac{1}{2}$	7
From <i>Cape Broyle</i> to <i>Baline head</i>	NNE. half Northerly	2	1
From <i>Baline head</i> to <i>Baline</i> is NW. and NW. by W. 4 Mile	NW. by W.	4	1
From <i>Baline head</i> to <i>Isles de Spear</i> , the body of them	NNE.	1 $\frac{1}{2}$	or 2 $\frac{1}{2}$
From <i>Baline head</i> to the SE. end of <i>Spear Island</i>	NE.	1 $\frac{1}{2}$	2
From <i>Baline head</i> to the SE. end of <i>Goose Island</i>	E. by N.	1 $\frac{1}{2}$	1
From <i>Baline head</i> to <i>Green Island</i>	NE. half Northerly	1 $\frac{1}{2}$	or 5
From <i>Baline head</i> to <i>Gull Island</i>	NE. by N.	2	or 6
From <i>Baline head</i> to the Bay of <i>Bulls head</i>	NE. by N.	3 $\frac{1}{2}$	or 10
From <i>Baline head</i> to the north point of <i>Momables bay</i> , or S. } point of <i>Whitless bay</i>	NNE. half Northerly	1 $\frac{1}{2}$	5
From the north point of <i>Momables Bay</i> or south point of } <i>Whitless Bay</i> of <i>Bulls</i> south point	NE. by North	1	3
From the said point of <i>Momables</i> to <i>Green Island</i>	SE.	1 $\frac{1}{2}$	or 1 $\frac{1}{2}$
From the said point of <i>Momables</i> to the NW. end of <i>Gull Island</i>	NE.	1 $\frac{1}{2}$	2
From the said point to the S. end of <i>Gull Island</i>	ENE.	1 $\frac{1}{2}$	1 $\frac{1}{2}$
From the S. point of Bay of <i>Bulls</i> to the N. point of bay of <i>Bulls</i>	NE. Northerly	1 $\frac{1}{2}$	1 $\frac{1}{2}$
From the bay of <i>Bulls</i> to the south point of <i>Petty Harbour</i> , the } Spout between	NE. by N.	3 $\frac{1}{2}$	10
From the south point of <i>Petty Harbour</i> , to the north point of } <i>Petty Harbour</i>	NNE.	1	3
From the north point of <i>Petty Harbour</i> to <i>Cape de Spear</i>	NE. by N.	1	2 $\frac{1}{2}$
From <i>Cape de Spear</i> to <i>St. John's Harbour</i>	NW. by N.	1 $\frac{1}{2}$	or 4

The Course and Distances of Newfoundland, from Cape de Spear to Bay Verds, Baccalieu, and several Ports and Headlands in the Bay of Consumption or Conception.

	Course.	Leagues.	Miles.
From <i>Cape Spear</i> to <i>Cape St. Francis</i> N. and N. by W. and } NW. by N.	N. by W.	7 $\frac{1}{2}$ or	22
From <i>Cape Spear</i> to <i>St. John's</i>	NW. by N.	1 $\frac{1}{2}$	4
From <i>Cape Spear</i> to <i>Sugar Loaf</i>	North	2 $\frac{1}{2}$	7
From <i>Cape Spear</i> to <i>Red head</i>	North	2	8
From <i>St. John's</i> to <i>Small Point</i>	NE. by N.	1 $\frac{1}{2}$	or 2
From <i>Small Point</i> to <i>Sugar Loaf</i>	N. by E.	1 $\frac{1}{2}$	or 2 $\frac{1}{2}$
From <i>Sugar Loaf</i> to <i>Red-head</i>	North	1 $\frac{1}{2}$	2
From <i>Red-head</i> to the south point of <i>Torbay</i>	N. by W. half westerly	1 $\frac{1}{2}$	2
From the south point of <i>Torbay</i> to <i>Green Cove</i> or anchoring place	W. by N.	1	3
From the south point of <i>Torbay</i> to the north point called <i>Flat Rock</i>	NE.	1	3
From the north point of <i>Torbay</i> , or <i>Flat Rock</i> to <i>Red head</i>	N. by W.	1	2
From <i>Flat Rock</i> to <i>Red head</i> (by north)	N. by W. half westerly	2	or 6
From <i>Black head</i> to <i>Cape St. Francis</i>	NW.	1 $\frac{1}{2}$	or 5 $\frac{1}{2}$
From <i>Cape St. Francis</i> to <i>Bay Verds Head</i>	North	8 $\frac{1}{2}$ or 9	26
From <i>Cape St. Francis</i> to the Island <i>Baccalieu</i>	N. by W.	9	27
From <i>Cape St. Francis</i> to <i>Belleisle</i> in the bay of <i>Consumption</i> SW. & SW. by S.	SW. by S.	5 $\frac{1}{2}$	17
From <i>Cape St. Francis</i> to <i>Green Bay</i> in the bay of <i>Consumption</i>	NW. half North	6 $\frac{1}{2}$	20
From <i>Cape St. Francis</i> to <i>Black head</i> in the bay of <i>Consumption</i>	NW.	6	18
From <i>Cape St. Francis</i> to the north point of <i>Carbonera</i>	West half N.	7	21
From <i>Cape St. Francis</i> to <i>Spaniards Bay</i>	WSW. half S.	9	27
From <i>Cape St. Francis</i> to port <i>Grove</i>	SW. by W.	9 $\frac{1}{2}$ or 10	30
From <i>Cape St. Francis</i> to <i>Holy head</i> , which is the bottom of } <i>Consumption Bay</i>	South west by south	12 $\frac{1}{2}$ or 13	38
From <i>Holy Road</i> to <i>Harbour Main</i>	NW. by W.	1 $\frac{1}{2}$	2
From <i>Harbour Main</i> to <i>Salmon Cove</i>	NW.	1 $\frac{1}{2}$	2
From <i>Salmon Cove</i> to <i>Colliers bay</i>	North	1 $\frac{1}{2}$	2
From <i>Colliers bay</i> to <i>Brigus</i> , by north	NNE.	1 $\frac{1}{2}$	or 2 $\frac{1}{2}$
From <i>Brigus</i> to <i>Burnt head</i> , which is the south point of } <i>Grove Bay</i>	N. by W.	1	3
From <i>Harbour Main</i> to <i>Burnt head</i>	N. half E.	3 or 4	or 12
From <i>Burnt head</i> to the south point of <i>Great Belleisle</i>	East by North	3	10
From <i>Burnt head</i> to the north part of <i>Great Belleisle</i>	NE. by E. quarter E.	4	15
From <i>Burnt head</i> to <i>Cape St. Francis</i>	NE. by E. Northerly	10	30
From <i>Burnt head</i> to the south point of bay <i>Roberts</i>	North by E.	1 $\frac{1}{2}$	or 4
From <i>Burnt head</i> to <i>Cupids cove</i>	WSW.	1	3
From the S. point of bay <i>Roberts</i> to the N. point of bay <i>Roberts</i>	NW.	1 $\frac{1}{2}$	or 2
From the S. point of bay <i>Roberts</i> to the S. point of <i>Belleisle</i>	ESE. Easterly	4	12
From the N. point of bay <i>Roberts</i> to the N. point of <i>Spaniards bay</i>	N. by W. Northerly	3	2 $\frac{1}{2}$
From <i>Spaniards bay</i> to the south point of <i>Harbour Grace</i>	NNE.	1	9
From the north point of <i>Harbour Grace</i> to <i>Carbonera</i>	N. by E.	1 $\frac{1}{2}$	4
From <i>Carbonera</i> to bay <i>Verds</i> NE. by N. and NE.	NE. Northerly	10 $\frac{1}{2}$	31
From <i>Carbonera</i> to <i>Black head</i> , north east northerly	NE. Northerly	4 $\frac{1}{2}$	13
From bay <i>Verds</i> to <i>Flamborough head</i>	SW. by W.	2	6
From bay <i>Verds head</i> to the south west end of <i>Baccalieu</i>	E. by N.	1 $\frac{1}{2}$	4
From bay <i>Verds head</i> to <i>Split Point</i> , which is against <i>Baccalieu</i> Isle	East North East	1 $\frac{1}{2}$	or 1 $\frac{1}{2}$

Courses and Distances from Split Point, which is a Mile and a Half from Bay of Verd's Head, in Newfoundland, to several Places in the Bay of Trinity.

	Courfe.	Leagues.	Miles.
From Split Point to the Grates	NNW.	2	or 7
From the point of the Grates to the NW. end of Baccalieu	East by South	1 $\frac{1}{2}$	5
From the Grates to Break Heart point N. by W. and W. by N.	NW. by W. Northerly	1 $\frac{1}{2}$	4
From Break Heart point to Sherwick point near Old Perlican	SW. by S.	1 $\frac{1}{2}$	or 4
From Sherwick point is about a Mile or more into the Road	SSW.	$\frac{1}{2}$	2
but no Passage for a Ship to the Northward of the Island			
From the Grates to the south end of Catalina bay	North by East	10	30
From the Grates to the Horseshops	NW. by N.	9	28
From the Grates to Bonaventure harb. is NW. by W. half W. erly & SE. by E. half Easterly	NNW. half Northerly	11 or 12	34
From the N. end of Baccalieu to Catalina harb. NNW. N. erly	North a little Easterly	13	40
From Sherwick point at Old Perlican to the S. head at Catalina	North by West W. erly	12	37
From Sherwick point to the middle of the high land of Green bay	NNW. Northerly	9 $\frac{1}{2}$	28
From Sherwick point to the high land of the Horseshops	North West Northerly	9 $\frac{1}{2}$	27
From the Sherwick to Bonaventure head (the high land of it)	West by South	8	25
From Sherwick to Salvages point	West South West	3 $\frac{1}{2}$	9
From Sherwick or Old Perlican to New Perlican	WSW. Southerly	7	22
From Old Perlican to Sille Cove	NW.	5 $\frac{1}{2}$ or 6	17
From Sille Cove to Random head	North by East	9	27
From Sille Cove to Bonaventure head	North by West	1	4
From Bonaventure head to Bonaventure NW. by W. & NW. by N.	West South West	2	or 7
From Bonaventure head to Ireland's Eye	North North East	2	5
From Bonaventure head to Trinity Harbour	East North East	2 $\frac{1}{2}$	10
From Bonaventure head to the Horseshops	West by North	3 $\frac{1}{2}$	7
From the Horseshops to Sherwick point, by the N. point of Trin. H.	North West by North	2 $\frac{1}{2}$	16
From the Horseshops to the south head	NNE.	4	7
From the south head of Catalina bay to the southward	NNE.	2 $\frac{1}{2}$	or 5
From the south head of Catalina bay to Catalina harbour	North by East N. erly	1 $\frac{1}{2}$	or 5
From the northhead of Catalina bay to Flower's point	East	1 $\frac{1}{2}$	or 1
The Flower's rocks funken are about a mile and half from shore	North by West	1 $\frac{1}{2}$	4
From Flower's point to Bird Island	North half Westerly	1 $\frac{1}{2}$	
From Flower's point to cape Larjan	North North West	2	
From cape Larjan to Spiller's point	NNW. half Northerly	1	
From cape Larjan to cape Bonavista	SW.	2	or 5
From cape Bonavista to Moses point, entering port Bonavista	North by West	1 $\frac{1}{2}$	or 1
From cape Bonavista to Gull island	North North West	10 or 12	
From cape Bonavista to cape Freels	West North West	9	
From cape Bonavista to Salvages	West		
From C. Bonavista to Stone island, over the N. end of Green isl.			
From port Bonavista to Keel's point, W. 5 leagues, Salvages } lying to the northward of Keel's about 3 leagues }			

Depth of Water on the Bank, and South Part of the Coast of Newfoundland, sounded as we sailed in and out in His Majesty's Ship the Swan, by Capt. H^y. Southwood.

	Fathoms.	
Cape Race west, and Cape Spear NW. by W. } Cape Race west 43 leagues, and Cape Spear NW. } 40 rough fishing ground, small stones, sand and shells.		
Renowes & Cape Spear } Renowes W. by N. 68 leagues, and C. Spear WNW. } 95 fine whitish sand, with some black specks.		
	northerly 65 leagues, you have 95 fathom on the outer edge of this main bank	

Places and Latitudes.	Bearings of the Places.	Distances Leagues.	Depth, Fathoms.	Latitude of the ship	What manner of Grounds.
Renowes and Cape Spear	West	44	44	D. 46 M. 55	Sand
Formowes and Cape Spear	WNW.	30			
Ferryland head and Cape Spear	West	37	62	46 48	Fine white sand
Ferryland head and Bay Bulls	WNW. Northerly	33			
Ferryland head and Cape Spear	W. by N. Northerly	31	63	49 50	Fine sand
Ferryland head and Bay Bulls	W. by N. Northerly	30		46 48	
Ferryland head and Cape Spear	W. by N. Northerly	29	85	46 17	
Ferryland head and Bay Bulls	WNW. half Northerly	26		46 45	
Cape Broyle	W. by N. Northerly	28	80	46 30	
Bay Bulls and Cape Spear	W. by N. Northerly	28		46 34	
Ferryland head and Bay Bulls	W. by N. Northerly	24	55	46 51	Oazy Ground
Ferryland head and Bay Bulls	W. by N. Northerly	24	52	47 02	
Cape Broyle	W. by N.	17		46 33	
Ferryland head and Bay Bulls	W. by N.	13		46 40	Fine sand
Cape Broyle	W. by N.	13	58	46 46	
Bay Bulls	W. by N.	13	80	46 42	
Cape Broyle	W. by N. Northerly	12	85	47 03	
Cape Broyle and Bay Bulls	WNW.	10		46 45	
Bay Bulls	WSW. Westerly	6 $\frac{1}{2}$	95	46 43	
Bay Bulls	NW. by W.	4 $\frac{1}{2}$	64	47 42	
Whitelys bay and Cape Spear	W. by N. half northerly	65	57	47 03	Black sand and some small stones
Torbay	W. by N. Northerly	60	50	46 14	Rough ground
	W. by N. Northerly	50		46 27	Fine sand and stones
	WNW.	55	45	46 34	Fine sand
	NW. by W.	34		46 05	
	WNW.	66	64	46 45	
				47 17	Rough ground

A Description of Hudson's Streights.

The *Virgins* are rock lying about 23 leagues East from cape *Race*: They lie ENE. about 4 leagues in length and the shoalest is about 20 feet water. Sometimes the Sea breaks very high upon them, which renders them very dangerous, besides a very strong current often sets about them. Ships sometimes anchor on them a fishing, in about 12 and 14 fathoms water.

As to the bank of *Newfoundland*, there are soundings from the outer edge of the main bank to the height of the ground, where generally ships lie to catch fish, and which is about 40 leagues distance from the land, and then the soundings in along are uncertain. The bank goes quite to the land to the N. ward of cape *Ballard*, where the bank falls more to the E ward, and the water is deeper, and so increases along to the Northward. To the southward of cape *Race*, and to the westward is shoal water, 2 leagues off the shore not above 20 or 22 fathoms water, and to the westward of cape *Pine* it is still shoaler, at the same distance.

The outer or false bank, is about 110 or 115 leagues from

the land, and is thought to be about 14 or 15 leagues broad in the middle; and from the inner edge of it to the main bank or near 30 leagues, and no soundings between them. In the spring of the year many islands of ice lie between these banks, very dangerous when foggy. The best part for fishing is from 100 to 140 miles off the shore, which is the shoalest part of the bank.

From *Mistaken* point to the *Bowls*, or entering of *Trepassy*, is WNW. 5 leag. there is a deep bay on the back side or E. side of *Powls* and a neck of beach, so that you see the ships masts over it, but very dangerous to be embayed in that place, the sea commonly falling in there, and no current to help you out; therefore if you intend for *Trepassy*, stand over to cape *Pine*, until you see the harbour open, and then bear into the harbour according as you have the wind, cape *Pine* being safe and bold to sail along that side, &c. by Mr. *Stone's* description of it to me, it is a very good harbour, and large, and very fair shoalings at the entering of 8, 7, 6, and 5 fathoms, and turning may stand in to 4, 3 and a half, or 3 fathoms, as I was informed.

Thus appears cape *Broyle* when it appears NW. by W. about 5 or 6 leagues, and the *Butter Pots* W. by N. which *Butter Pots* lie in the country of *Formosa*.

Butter Pots W. by N.

NW. by N.

C. *Neddick*.



Cape *Broyle*.

Thus appears cape *Broyle* when it bears SW. 10 leagues, and you are about a league and a half off *Petty Harbour*.

Cape *Broyle*.



SW. leagues.

Thus appears the land from cape *Spear* to the *Broyle*, when you are off *Petty Harbour*; for cape *Broyle* shews like an island when it first rises.

Cape *Broyle*



South Head of Bay of *Bulls*.



Petty Harbour.

Cape *Spear*.

Thus appears the land from beyond, or Southward of *Ferryland* point to cape *Spear*, when it bears as under described.

WSW.
9 leagues.

WSW. half West
6 and half or 7 leagues.

Cape *Spear*.

Joan Clay's hill.



Bay of *Bulls* NW. by N.
5 leagues.



N. by W.
8 or 9 leagues.

Thus appears the land and heads from the South point of *Torbay* to *St. John's*, as you sail along the shore from *Torbay* to *St. John's*, and are called by such names as are here described.—a, *Little Red head*; b, *Red head*; c, *Sugar Loaf*. Between b and c is *Leggy Bay*, d, *Small point*; e, *Cuckbold's point*; f, the N. head of *St. John's* harbour; g, the S. end of *St. John's*. South point of *Torbay*.



St. John's Harbour

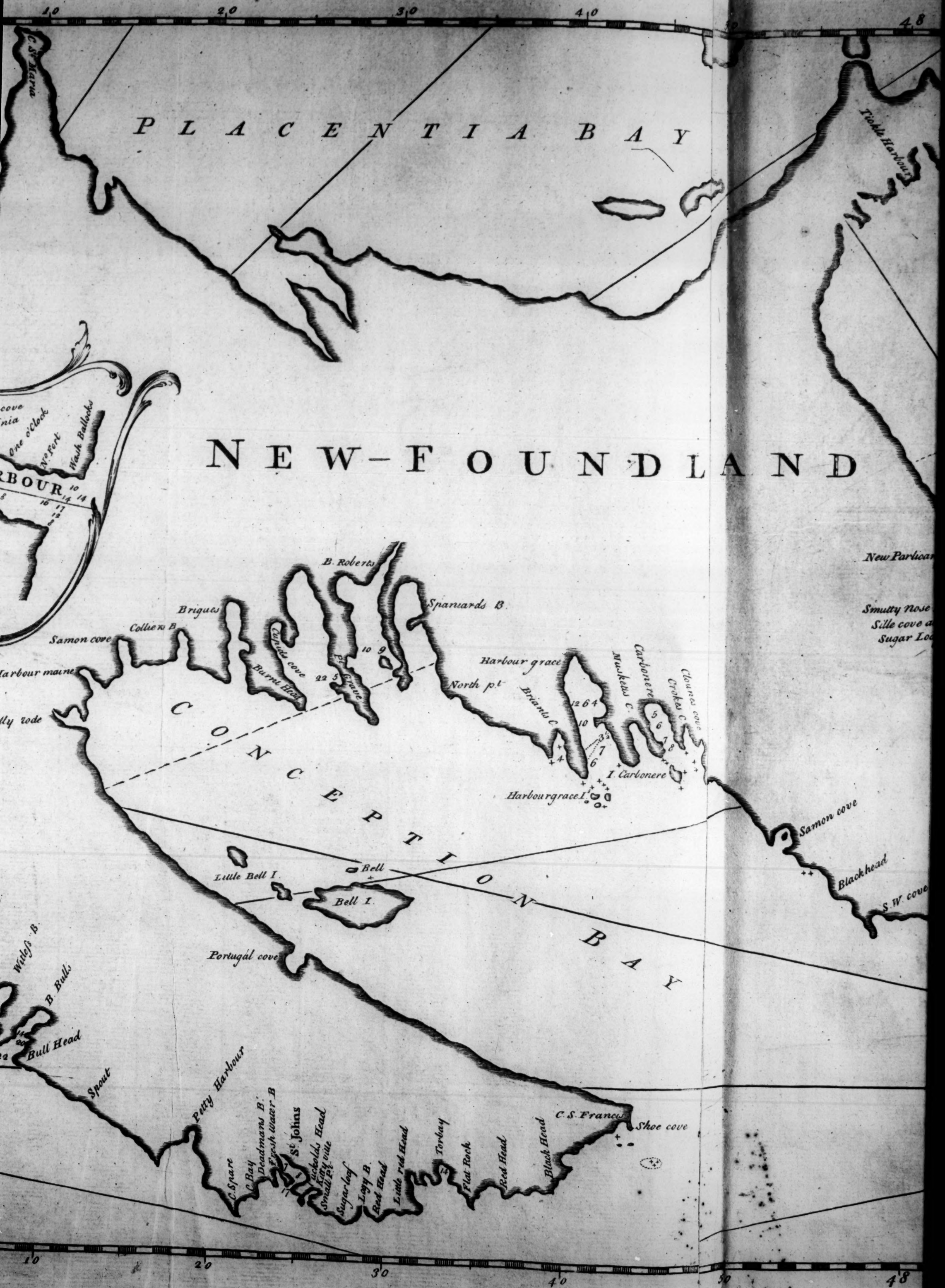
Cuckbold's Head.



Thus appears the land from cape *Spear* to the northward of the *Sugar Loaf*, when cape *Spear* bears West about 2 leagues from you

The





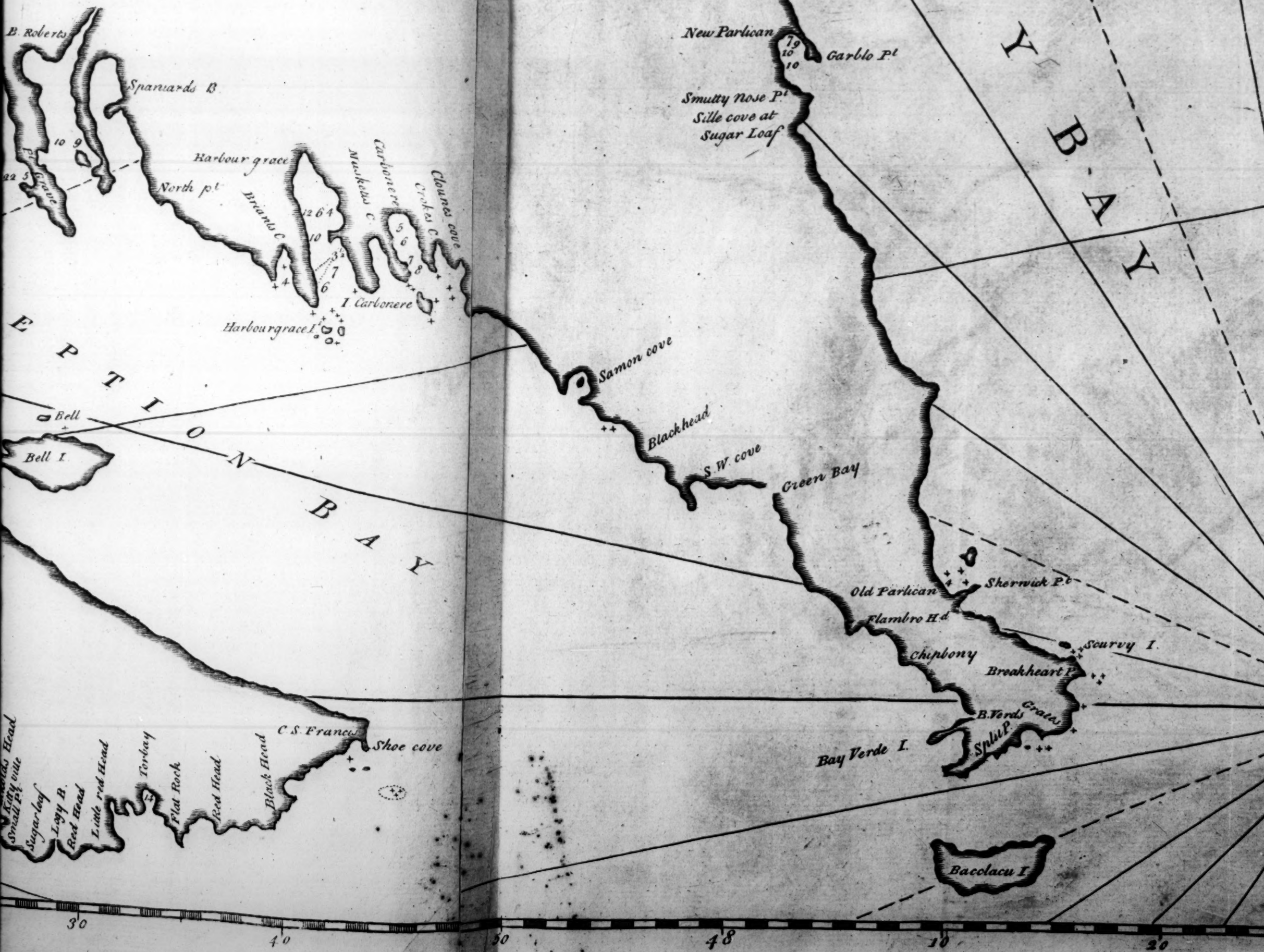
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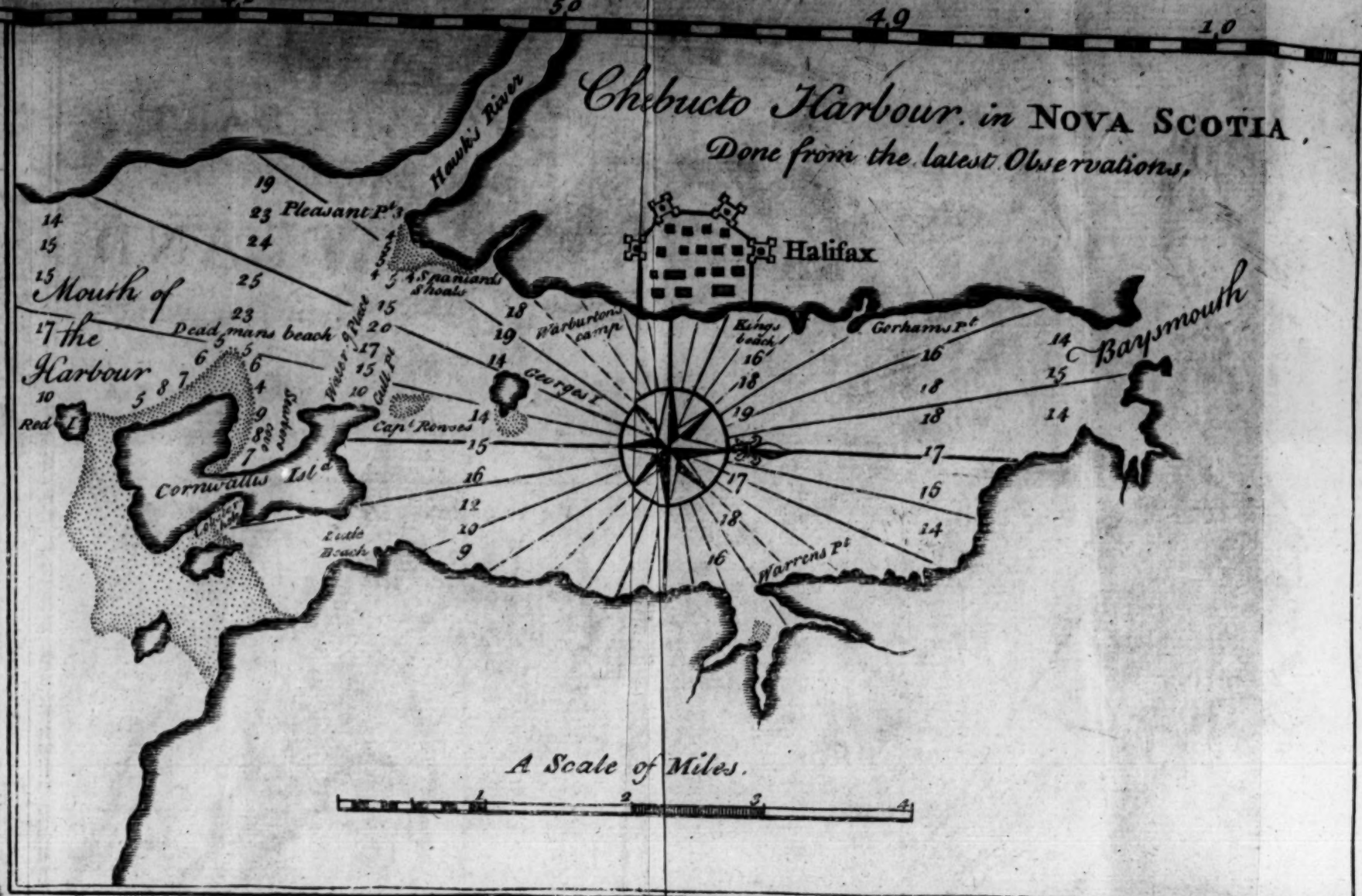
A
New and Correct
of the Coast
NEW FOUND
from Cape Raze to
With Cbebueto Harbour
Done from the late

Sold by W & I Mount & T P

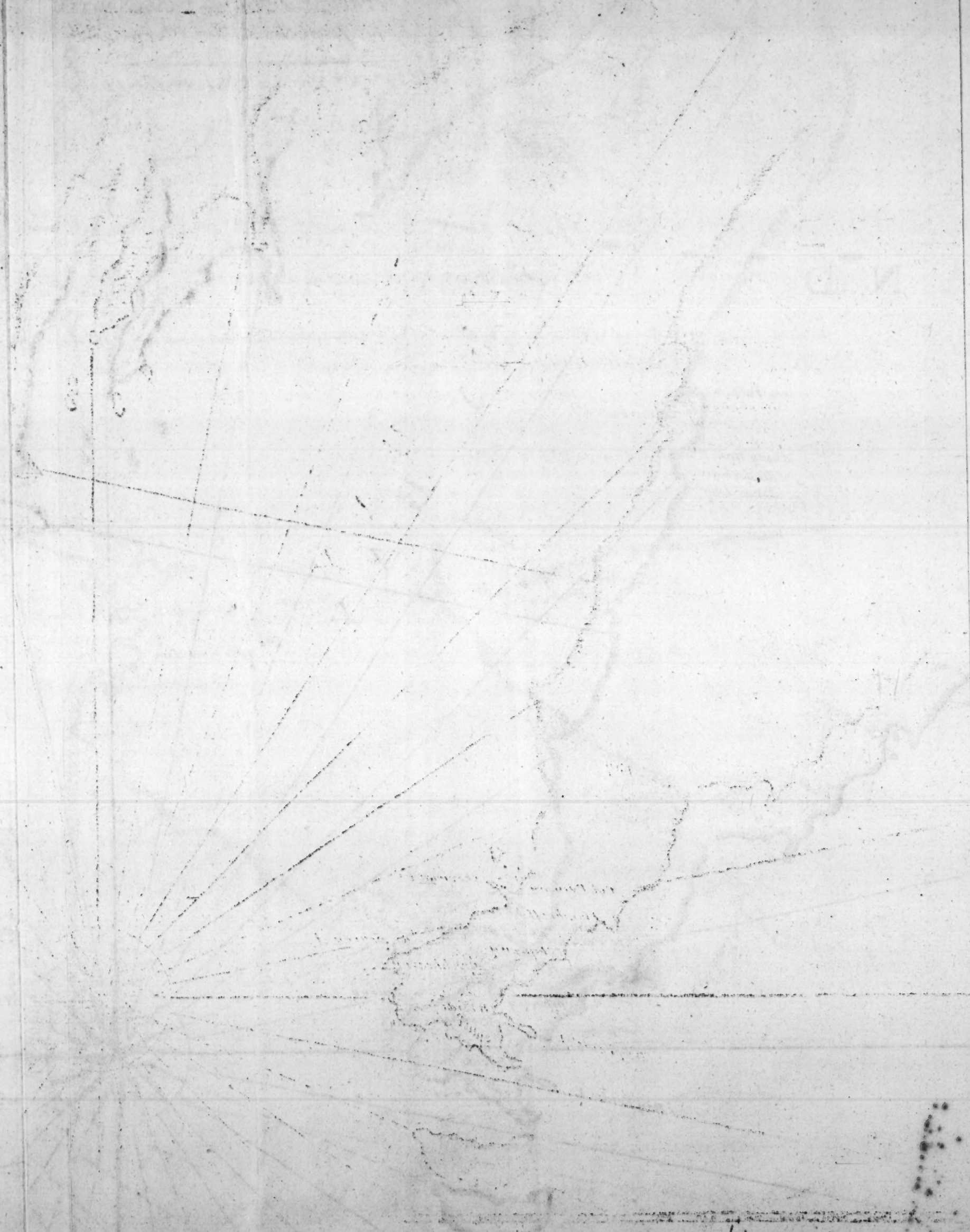


A
Correct CHART
Coast of
UNDLAND
e to Cape Bonavista,
bourin NOVA SCOTIA
e latest Observations.

& T Page on Lower Hill.



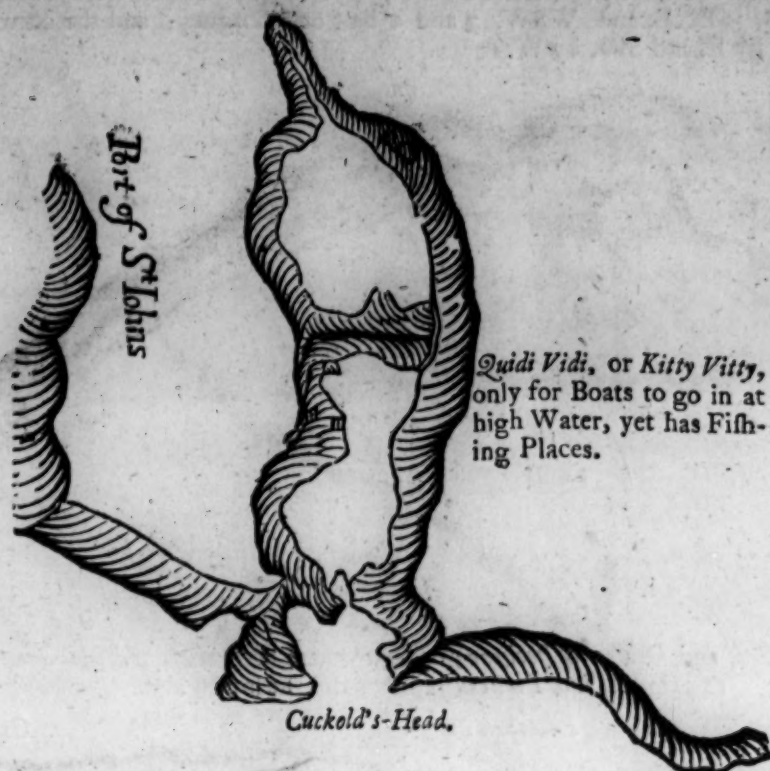
NEW YORK



A Description of Newfoundland.

15

Thus appears *Kitty Vitty*, being NW. by W. from you, lying between *St. John's* and *Small point*.



Small Point.

Thus appears the land from cape *Spear* to *Red head*, when you are some small distance off cape *Spear*:
Cape Spear. *Black head.* *St. John's.* *Cuckbold's head.* *Sugar Loaf,* *Red head.*



NW. by N. NNW.
 Thus appears the land and head of bay *Verds* with *Baccalieu*, when you are near cape *St. Francis*, and the head bears N. about 9 leag.
Bay Verds. *Baccalieu.*



N.

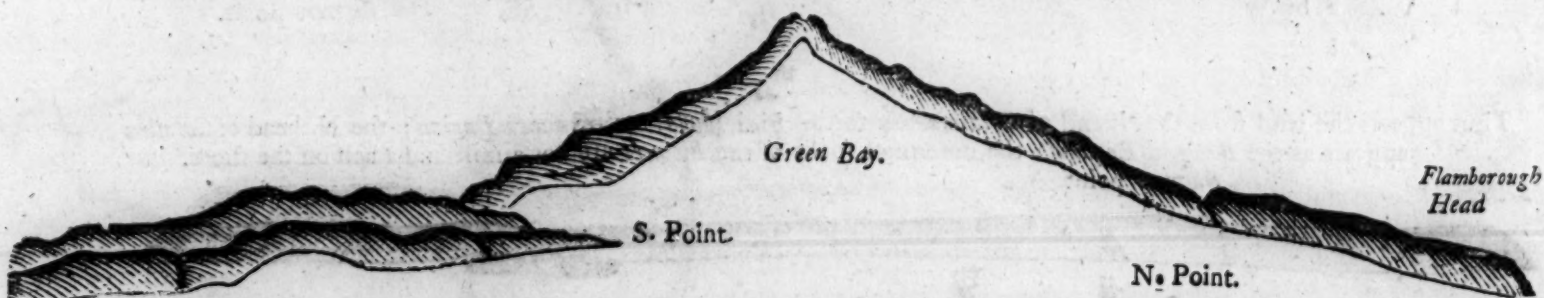
Forms of Land in Bay of Conception, alias Consumption.

Thus appears the land in the country, ragged and in notches, and reaches from *Salmon Cove*, as far northerly as *Green Bay*, but when you are near the shore, the high land in the country is hidden by the other that lies near the water side.



South Point of *Green Bay*.

Thus appears the land between *Black head* and *Flamborough head* as you sail along the coast, a cove runs in SW. after you are about the S. point, and the bottom of the bay runs in NNW. and tends out again to the North East.



Black head.

The bay of *Verds* is easy to be known coming from the southward, by the two high heads, and the island *Baccalieu* lying without it, which appear like another; there is also a barren place in the land like a ship under sail.



Note. *Baccalieu* is W. from *Split point* 1 league, lat. 48d. 12m. N. long. 50d. 20m. W.

Thus appears the land from *Random head*, to the entrance of *Trinity harbour*, when the places bear as described.
Random head.



W. half northerly, 9 or 10 leagues.
Bonavista head.



NW. by N. 4 or 5 leagues.

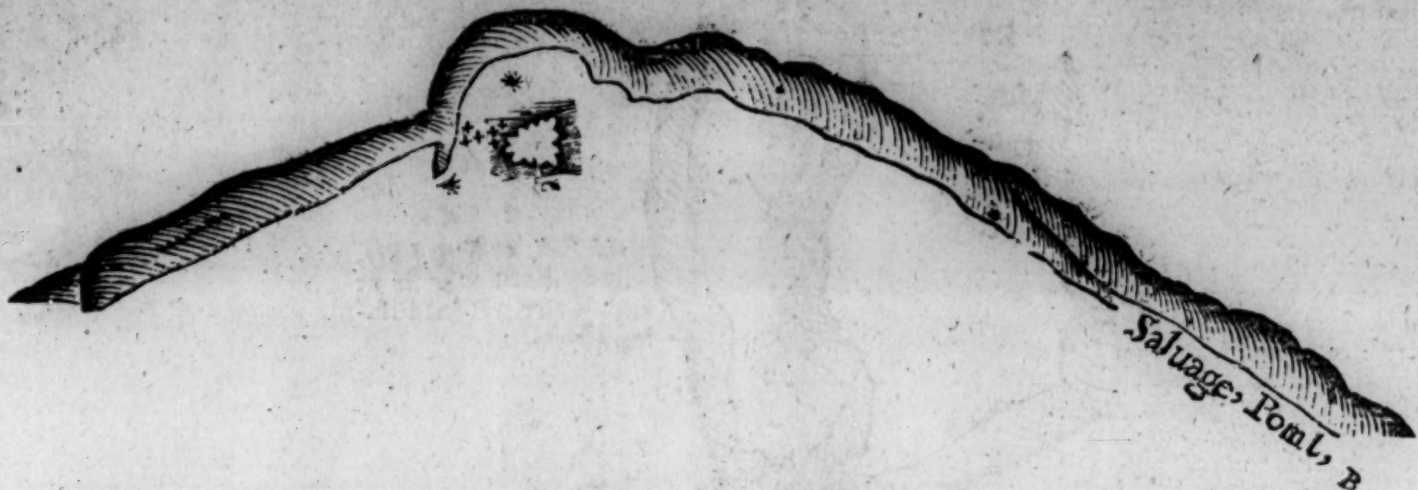
E

N. by W.

Thus

A Description of Newfoundland.

Thus appears the land between the *Grates* and the point of land WSW. of *Perlican*, like a bay, when you are 2 leagues off *Perlican*; the point of *Grates*, and the SW. point letter B, are 7 or 8 leagues distant from each other; the point of *Grates* letter A, and the point letter B, is ENE. and WSW. 7 and a half or 8 leagues; and the outward part of the island letter D, to the letter C, bears NE. by E. and SW. by W.

Old *Perlican*.

Thus appears the land of *Baccalieu*, and *Grates* to *Perlican*; when you are at *Trinity*, and the *Grates* bearing South East about 11 leagues, and *Perlican* is just under the lowest land.

Baccalieu island.*Grates*.

SE. 10 or 11 Leagues.

Land of *Perlican*.Thus appears the *Horseshops* when you are to the southward or SW. from them.*Horseshops*.

Thus appears the *Horseshops* when the land to the north and south of it bears W. 3 or 4 leagues, *Trinity Harbour* lies WNW. in from the *Horseshops* 2 leagues.

Horseshops.

W. 3 or 4 leagues.

Green bay.The high land to the N
of *Green Bay*.

The N. end of *Cattalina* bay bearing S. by W. and the *Flowers* point SE. shews as under portrayed. The *Flowers* rocks are about 3 miles and a half from the N. head of *Catalina* bay, and are not a mile and a half off the shore.

North head.

S. by W.

SE.

Flowers point.

Thus appears the land from the N. end of *Catalina* bay to the *Bird Island*, towards cape *Larjan*; the N. head of *Catalina* appears as the *Berry* in *England*; the outermost rocks of the *Flowers* are not a mile and a half off the shore.

Flowers pointNorth-head of *Catalina*.*Flowers Rocks*.

Your Mark to carry you clear without the *Flowers*, is to keep *Larjan* open of the *Bird's Island*, and you cannot take no hurt.

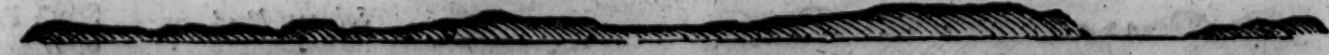
Thus appears *Cape Bonavista*, when it bears NNW. 5 or 6 miles, for it is low land in comparison to the other high land, and you cannot see the Cape itself above 5 leagues. There is water enough between the Cape and *Gull Island*, and a large Channel.

Cape Bonavista.*Gull Island*.

Gull-Island appears thus, like part of a *Fleur de Lys*, when you come from the Southward.



Thus appears the land going into *Salvages*, when it bears WNW. 8 or 9 leagues off, and when you are a-breast of *Bonavista*.

Land of *Keels*.

West 5 Leagues.

C. Race.

Cape Pine.

Trepassey Harbour.

Mutton Bay

TO sail from cape Race Westward, the course from the said cape, to cape Pine is W. by S. between 7 and 8 leagues but by your compass you must steer W. by N. because of the westerly variation, which is between 22 and 23 degrees westerly, all along this S. coast; between the abovesaid capes, the land trenches away to the northward, making several deep bays, but not fit for ships to ride in; for there are many sunken rocks, and the ground is all over very bad. These bays are so much the worse, for the great sea that generally tumbles into them, which is caused by constant S. erly winds, that blows at that time of the year, in which ships have business upon this coast; and therefore you are to keep a good offing for fear of sailing into any of the said bays. But about NE. between 3 and 4 leagues from cape Pine, is a very good harbour called Trepassey; for there you may anchor in 5, 6, and 7 fathoms water, oazy ground, lying sheltered from all winds. This was always a very good place for fishing; for there are very good fishing rooms, and a great deal of stone beach, which is preferable to flakes, that they are obliged to make use of it in other harbours on the East coast. If you would sail into this harbour, you must take especial care that you take not that bay which lies to the Eastward of it, called Mutton bay, for Trepassey, which you may easily do; for in coming from the E. ward, having the said bank open, you will see the ships masts that are in Trepassey, over the low land that separates Trepassey from Mutton bay, so that one would believe this bay to be the harbour of Trepassey; for you cannot see any of the harbour till you run close over to the Western high land, which trenches to the N. ward from cape Pine towards Sailing cove; and therefore I advise you to keep over to this shore, before you bear up for the harbour, for it is all bold; then you'll see the harbour fairly open, being about half a mile or three quarters of a mile from the said shore, with about 12 or 15 fath. water; and you will have the point of land that makes the SE. point of the said harbour, called *Powles*, NE. of you, then you may bear away, keeping still nearer into the shore aforesaid; for off the point of *Powles* lie some sunken rocks. The entrance of the harbour is about

half a mile broad; and you may run in and out of it, if the wind do not overblow. For if you are once past the said *Powles*, all the way on the harbour is bold except a sunken rock, that lies on your starboard side, three quarters of a mile up the said harbour; but it lies close into the said shore, so that it is not very dangerous. For a farther description of this harbour, I refer you to the draught itself; I shall only add, that here, an East and West moon make high water, and that it floweth 5, 6, and 7 feet perpendicular, more or less, according to the weather and wind, &c. which have a great influence over the tides in these parts.

Cape St. Mary.

From cape Pine to cape Mary, are distant from each other about eleven leagues; and between them is *Black-Head*, and the deep day of St. Mary a great many leagues up to the N. ward, with the harbour of that name; also a fishing-place, but much out of the way for trade. Before you come to cape St. Mary, about five miles SE. from it, lie several rocks above water, the two biggest of which, the French call by the name of the *Bull* and *Cow*; there lie also seven sunken rocks about them, therefore you ought to avoid them and keep a good look out in coming from eastwards towards the abovesaid cape.

Bull & Cow.

SSW. half W. about 8 miles from the said cape of St. Mary, lie also some sunken rocks; a large description of which, and the former, I have already given, with a full account of that part of the coast, and directions how to sail from the said cape to *Placentia*; also the description of the harbour of *Placentia* in the plans thereof in this book, to which I refer you.

From *Placentia* to *Little Placentia*, the coast runs along N. about nine miles; and the land by the sea-side is all low land, as it were a beach, but a little way up the country, is all high mountainous land, as most part of the coast is, excepting *Green point*, which is low level land, and good sea mark to know the bay of *Placentia* by. A little to the southward of *Little Placentia* is a rock under water, a little way off the shore, which you must avoid. This is also a good fishing place, where there are several fishing boats. but not so much frequented at *Placentia*.



When cape Mutton bears NE. about 5 leagues off, it appears thus, with the land to the eastward of it.

Some Directions which ought to be taken Notice of by those who sail to Newfoundland.

THE bank of Newfoundland would be of very great service to those that are bound to that coast, were it exactly laid down; therefore I inform those that are bound for that coast that they may not be deceived, as I myself had like to have been in going to St. John's, on the 29th of June, 1715, at eight o'clock in the morning, and then in the lat. of 48d. 44m. having been just a month that very day from *Phymouth Sound*, bound to St. John's, brought too and founded, where we had 92 fathoms water, fine white sand, which I suppose to be the outward edge of the bank. For after we had sailed from thence W. 26deg. 36min. south about 18 miles (don't mistake me, or rather don't mistake yourselves by sailing W. 26d. 30m. S. for you must understand I made my course good, so my compass at that time having 19d. West variation, understand the same of the other courses, &c.) we founded again, and had but 72 fathoms fine sand as before; and this I reckoned the middle of the said bank, or at least the shoalest part of it; for having sailed from this about 34 miles upon a west 28d. 00m. fourth course, and then founded

the third, we had 84 fath. still very fine white sand, but some pieces of flaty sort of stones mixed therewith; which is a great sign you are going off the said bank, that is between it and the shore, &c. for after we had run 26 miles more upon a W. by S. half S. course, we had 100 fathoms oazy ground and flate stones, as before said; it may be taken for a certain rule that one is between the bank and the shore, having the quality of ground and quantity of water. Here I find a very great error in those charts, which have hitherto been published, in laying down this bank so far off the shore as they do; For by the aforesaid observation, I made no more than 35 leagues from the first founding 92 fathoms, which as I told you before, was the outward edge of the bank of St. John's, and from the said outer edge to the inward edge between 16 and 17 leagues, which is the breadth of the bank between the latitude of 48d. 54m. and of 48d. 30m. &c. and from this inward edge 48d. 30m. to St. John's, which is in latitude 48d. it is not above 18 leagues between which is all very deep water; for you have 60



Note, These Fowls never fly, for their Wings are very short, and most like the fins of a Fish, having nothing upon them but a sort of Down and short Feathers.

and 50 fathoms to the very rocks nose, and the above mention'd charts make it above 40 leagues from St. John's to the inward edge of the bank, which is about 22 leagues out of the way. (I suppose they looked upon 22 leagues as nothing, where water is so deep, or rather indeed that they keep a very bad account) and I think a very great error in so small a distance, and consequently very dangerous, if a man should depend upon such a chart; for very often you will hear the sea break upon the shore before you can see it, by reason of the constant fog, especially from the month of May to the month of July, and most part of August, which is the time all ships bound to this country generally come, and therefore ought to keep a very good look-out, lest they be deceived, &c.

There is also another thing to be taken notice of, by which you may know when you are upon the bank. I have read an author who says, in treating of this coast, that you may know

this by the great quantities of fowls upon this bank, viz. Sheerwaters, Willocks, Noddles, Gulls, Pengwins, &c. without making any exceptions; which is a mistake, for I have seen all those fowls 100 leagues off this bank, the Pengwins excepted. It is true that all these fowls are seen there in great quantities, but none are so much to be minded as the Pengwins, for these never go without the bank as others do, for they are always on it or within it, several of them together, sometimes more, other times less, but never less than two together; they are large fowls, about the bigness of a goose, a coal black head and back, with a white belly, and a milk white spot under one of their eyes, which nature has ordered to be under the right eye, for extraordinary remarks. For my part I never saw any with such a spot under their left eye, the figure of which I have here set down to facilitate the knowledge of them, &c.

There

There is yet another thing which I must not forget to acquaint you of, and that is of the true Dist. between the *Lizard* and *Cape Spear*, a Cape lying between 3 and 4 Miles S.E. by S. from *St. John's*; from which Cape I took my Departure, when I came from *St. John's* to England in 14 Days Passage, having a fair Wind all the Time, and an Observation every other Day, and consequently very good Opportunity of keeping a true Account of the Ship's Way. Therefore having made all the Remarks and Observations possible, made just 43 deg. Diff. of Long. between the abovesaid *Cape Spear* and the *Lizard*, or 566 Leag. Dist. But you must note that I made it so by marking my Log-line 50 Feet between each Knot, according to Mr. *Norwood's*, and several other Experiments, which will hold to be true, which I have many Times experienced several Years past; and I could wish withal my Heart, that every one that goes to Sea, would keep their Reckoning according to this Method, which they will find to be the best, in sailing under one Meridian at any Time, having a good Observation; for then I can assure them, that the Log-line according to the old Way of marking, viz. 42 Feet to each Knot, will give them 2 and 3 and 20 Leag. for every Deg. that they have increased or decreased the Lat. by their Observation, which

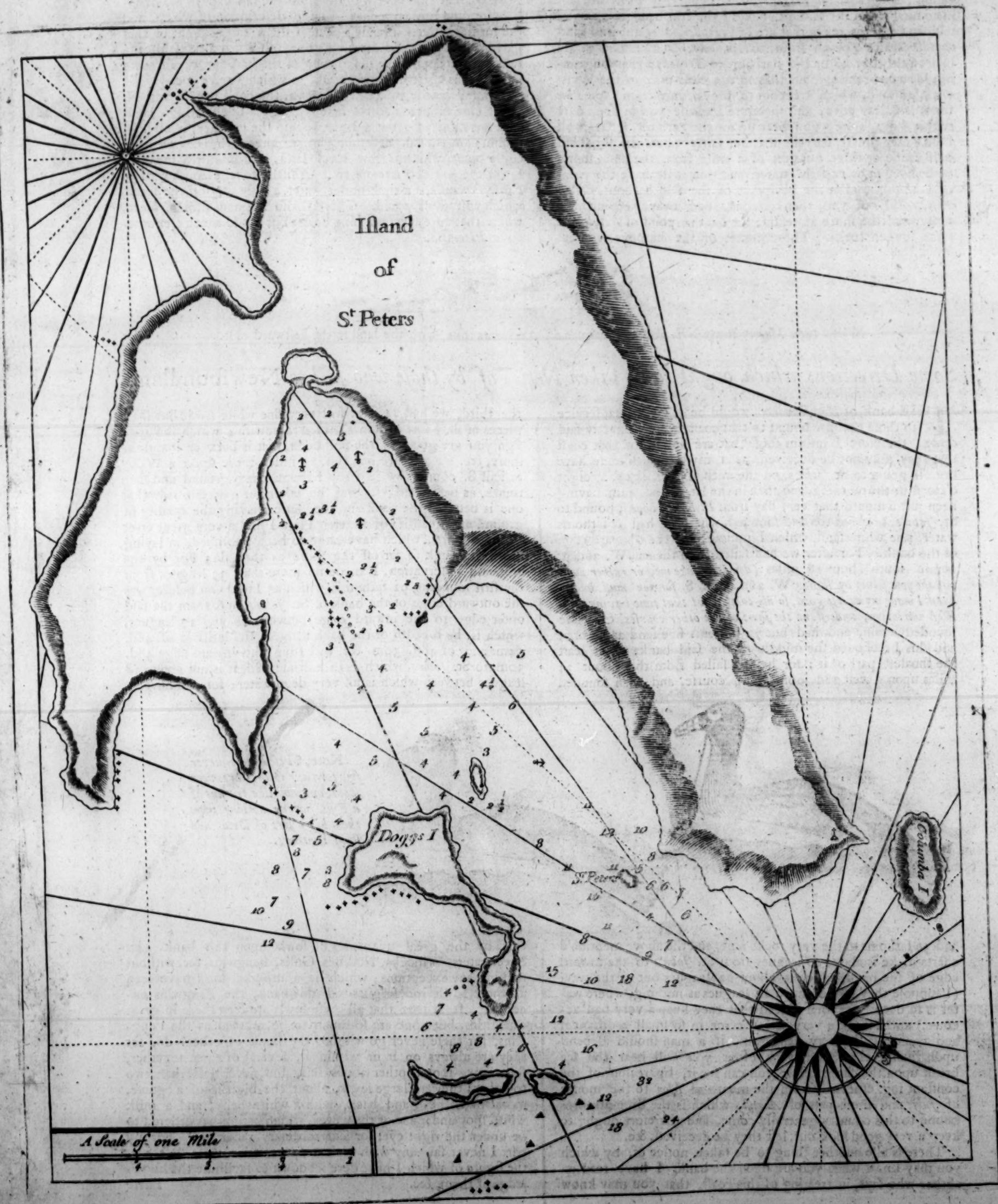
is a plain Proof that their Line is too short, when the Glas is 30 sec. which they throw it by, &c. I know several that have told me they found it the same; but for all they were so sensible of it, would still continue in their old erroneous Way; because they say, when I argu'd with them, *it is the Custom*; they might as well have persuaded me, that an old Custom could overway Reason. There are also a great many in the Navy, who have very erroneous Ways in finding the Diff. of Long. in sailing from one Place to another; several of which, after many Arguments, I have made sensible of their Errors; and their Way of Working was this: After they had taken their Dep. from a Place, they took only Notice of the Meridian Distance as they called it, till they were arrived at the Place where they were bound; then they took the middle Lat. of both Places, and with the whole Meridian Distance found out their Longitude, altho' perhaps at the same Time they had sailed thro' 20 several Deg. or Parallels of Lat. before they arrived at their desired Port. And how then is it possible that they should have a true Longitude, if they did not find it once in 24 Hours at least, as I did at last persuade some to do, after being made sensible of so great an Error as they were guilty of, &c.

A Description of the Island of St. Peters, by Capt. William Taverner.

THE Island of *St. Peter's* is subject to Fogs of a different dryer nature than those in other Parts; and yet it is an extraordinary good Place for drying and curing of Cod Fish. There is good Fishing Ground round all the island: The Harbour is good for Ships to ride in, especially the Bottom of it, called the *Bourgoway*, where no Wind can hurt them; there

is Reach enough for 300 Boats. It lies in 47 Degrees 10 Minutes North Latitude, where the Compass hath two Points Variation Westerly.

Note, That the small Crosses in this Chart signify Rocks under Water, and the Figure shew the Depth of the Water in Fathoms.

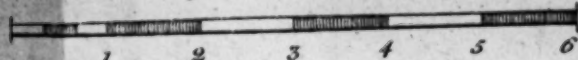


A CHART
of the
SOUTH-EAST COAST
OF
NEWFOUNDLAND

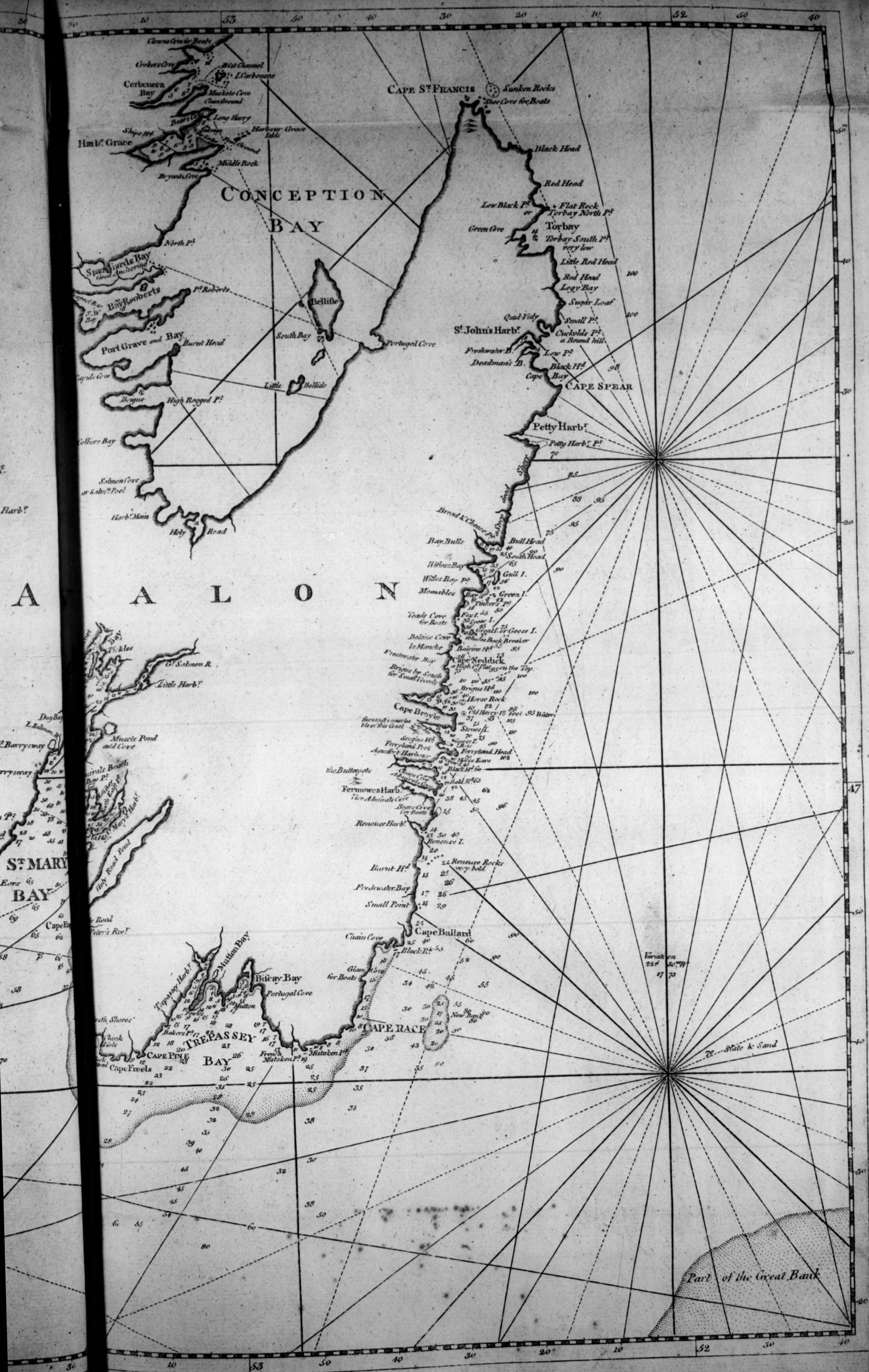
Printed for Mount and Page Tower-Hill

LONDON.

Nautical Leagues each equal to 3 Miles.



Longitude West 55 from London 50

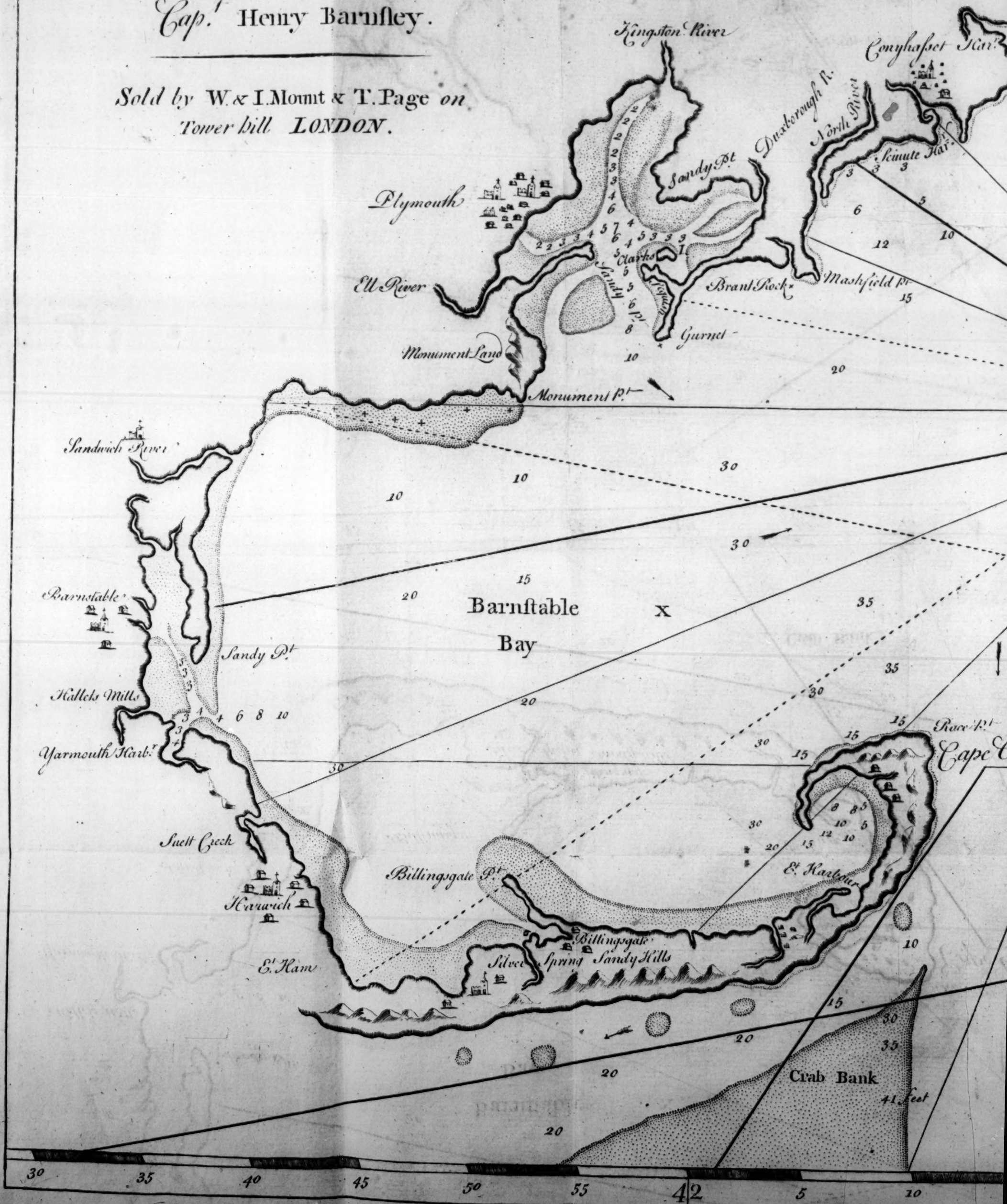


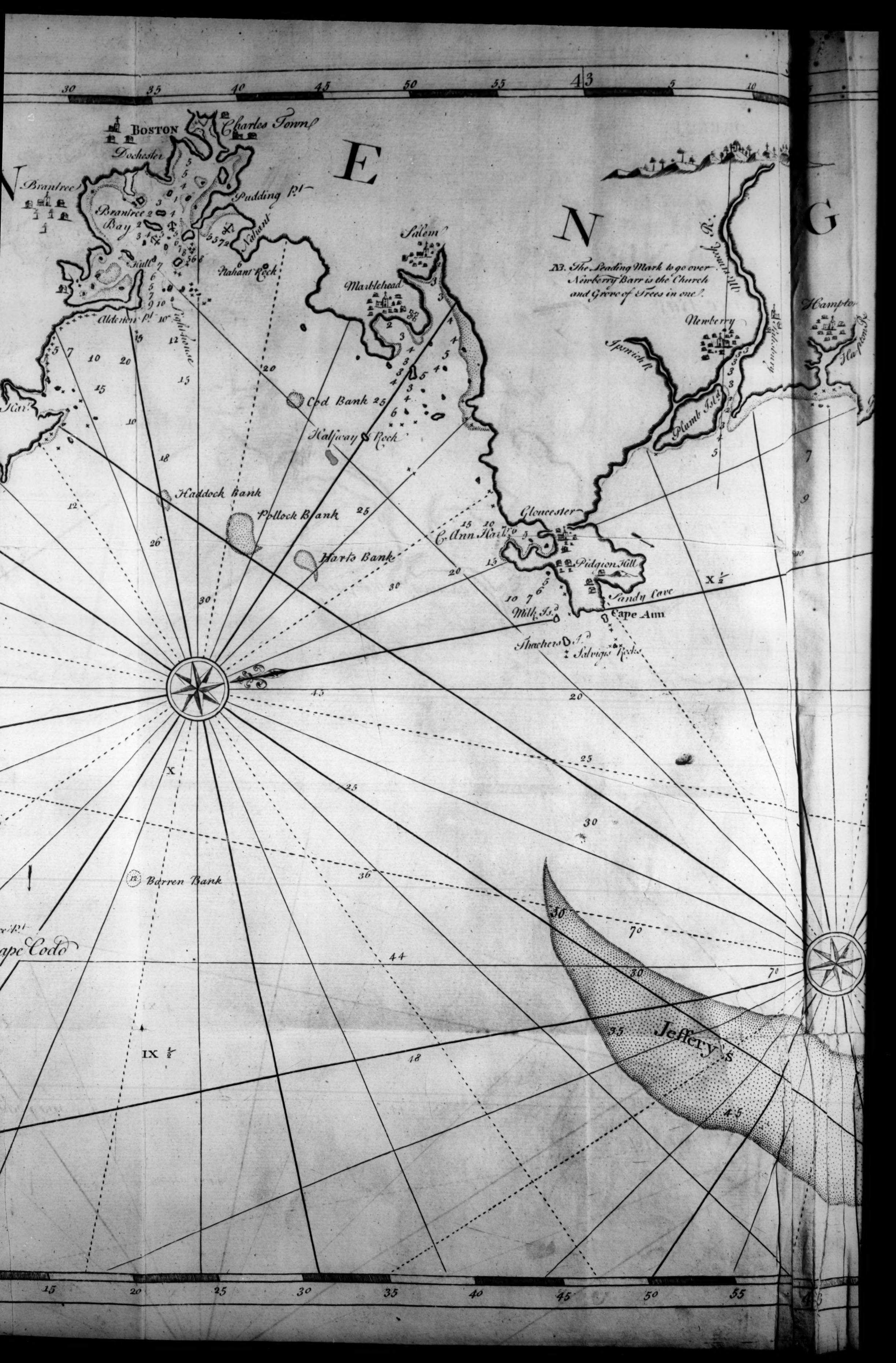
A NEW AND CORRECT
CHART
of the Sea Coast of
NEW-ENGLAND,

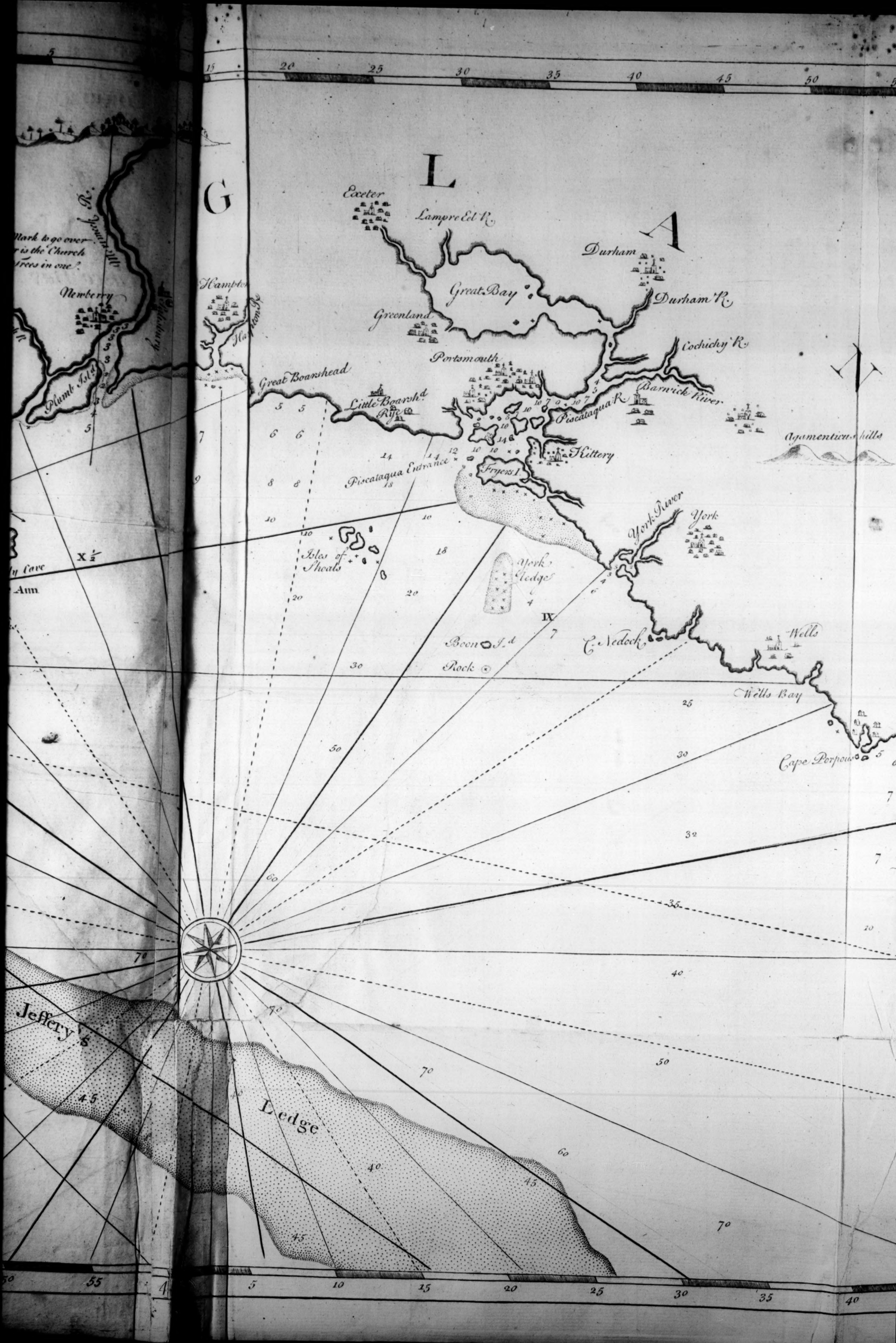
from Cape Codd to Casco Bay.

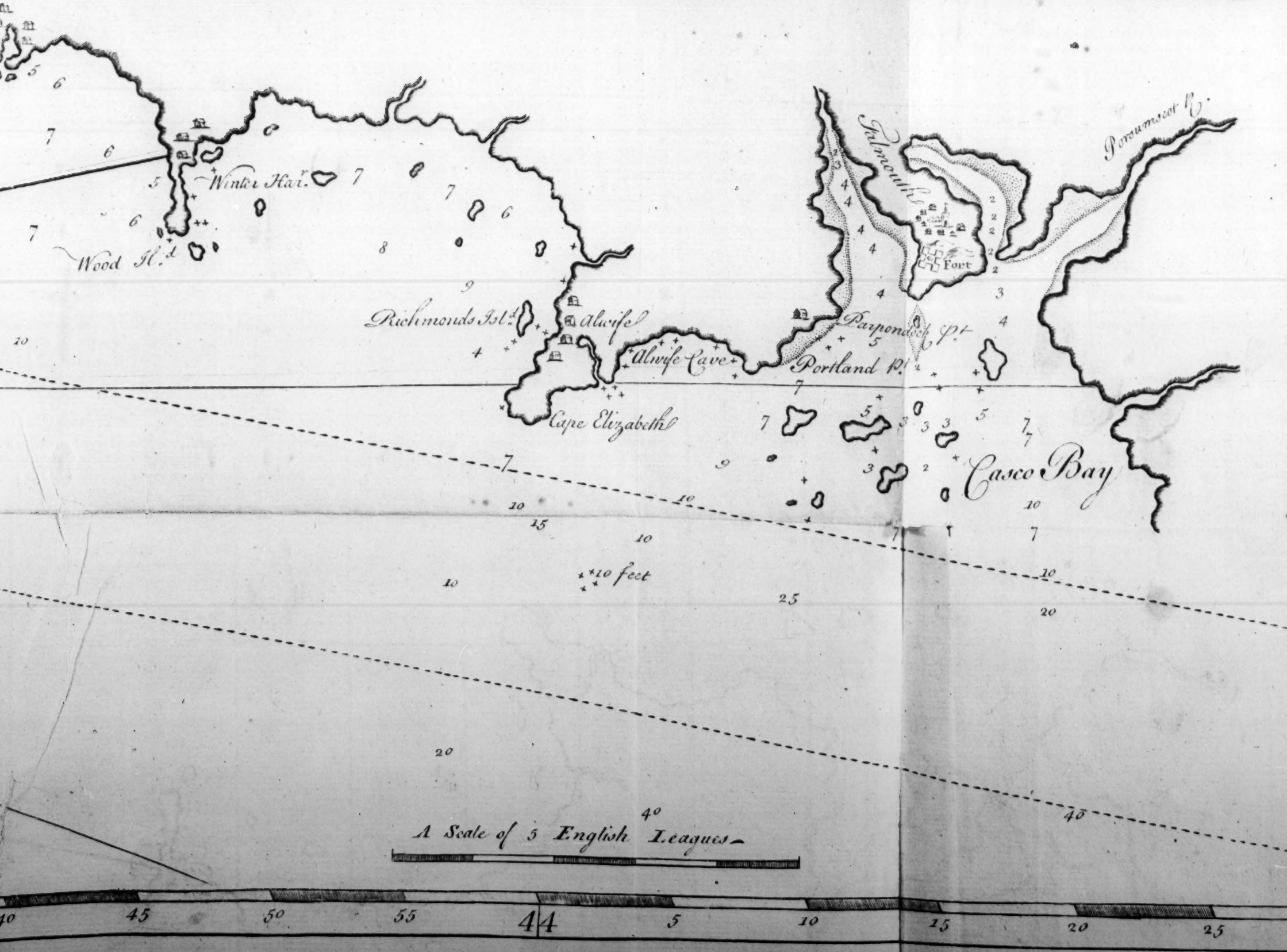
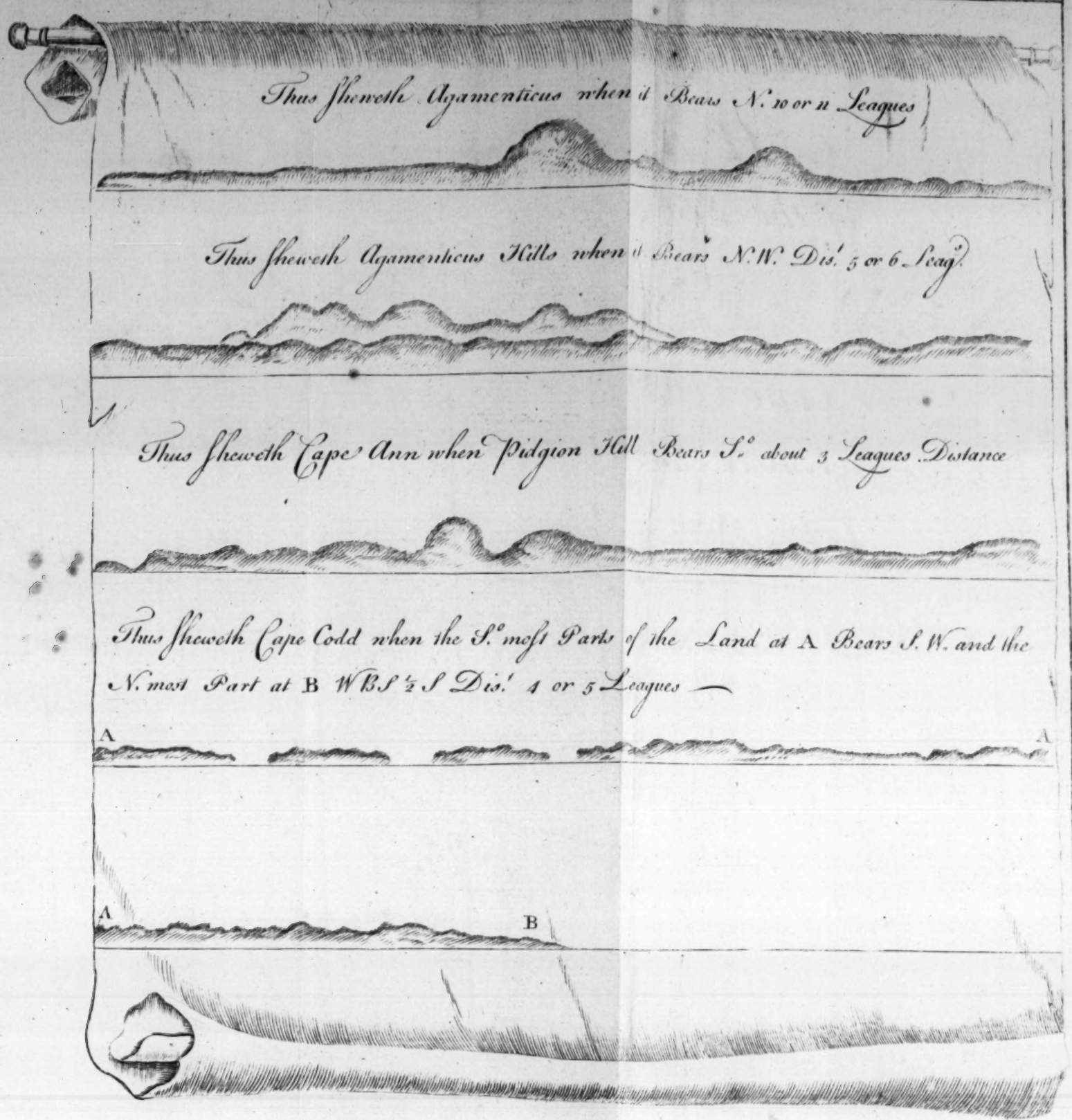
Lately Survey'd by
Cap.^t Henry Barnsley.

Sold by W. & I. Mowit & T. Page on
Tower hill LONDON.



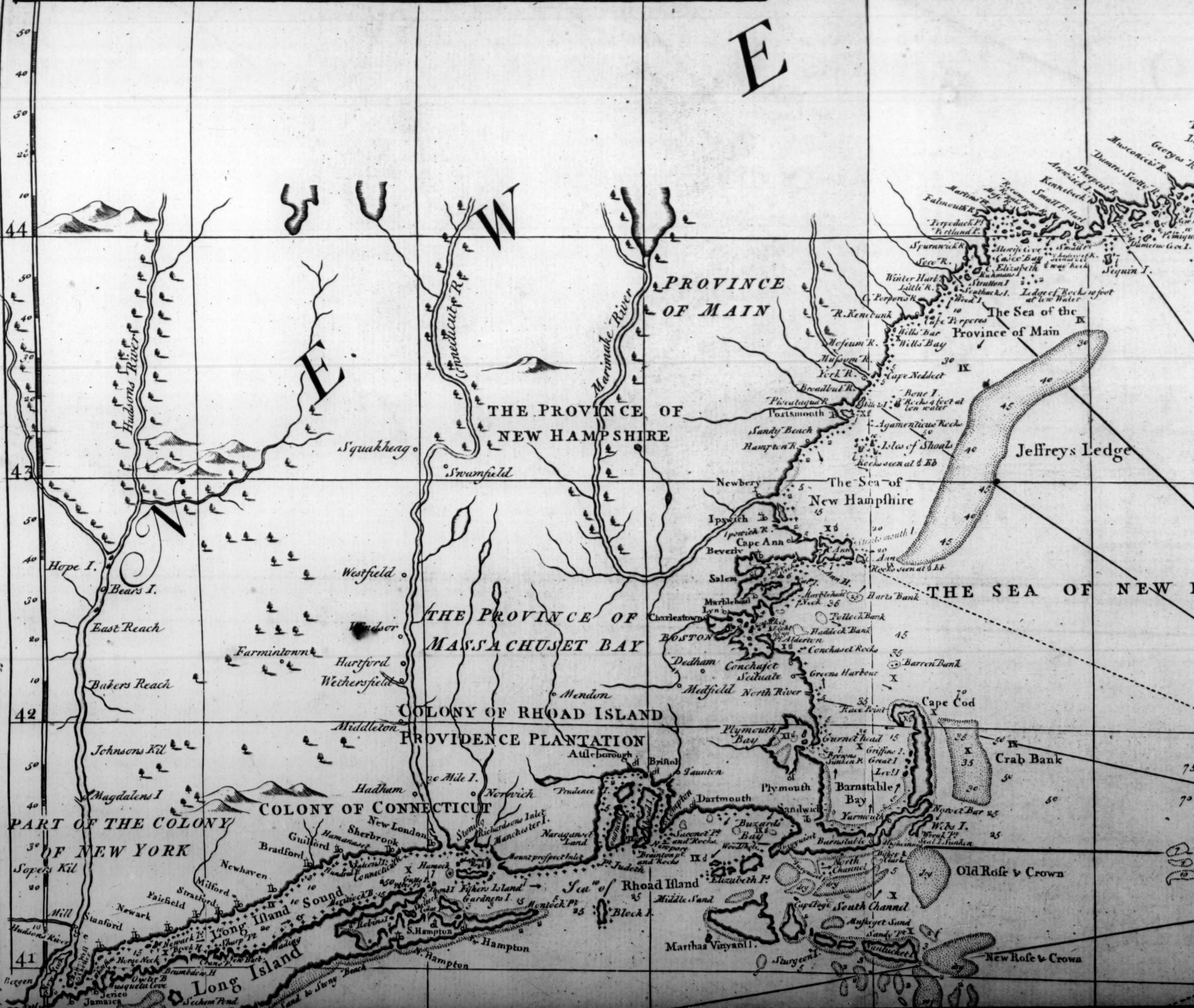






The TOWN of BOSTON in New England

- Explanation.**
- A Old Church
 - B Old North
 - C Old South
 - D Annabaptist
 - E Old of England
 - F Brattle St. Church
 - G Quakers
 - H New North
 - I New South
 - K French
 - L New St. Bricks
 - a Town House
 - b Governors House
 - c South Grammar School
 - d North Grammar School
 - e Writing School
 - f Writing School
 - g Arms House
 - h Bridewell
 - 42 Street 36 Lanes
 - 22 Alley near 3000
 - Houses 1000 Bricks
 - the rest Timber



of the Atlantic Ocean shewing the Situation of Nova Scotia with respect to the British Isles.



A C C A D I A

O R

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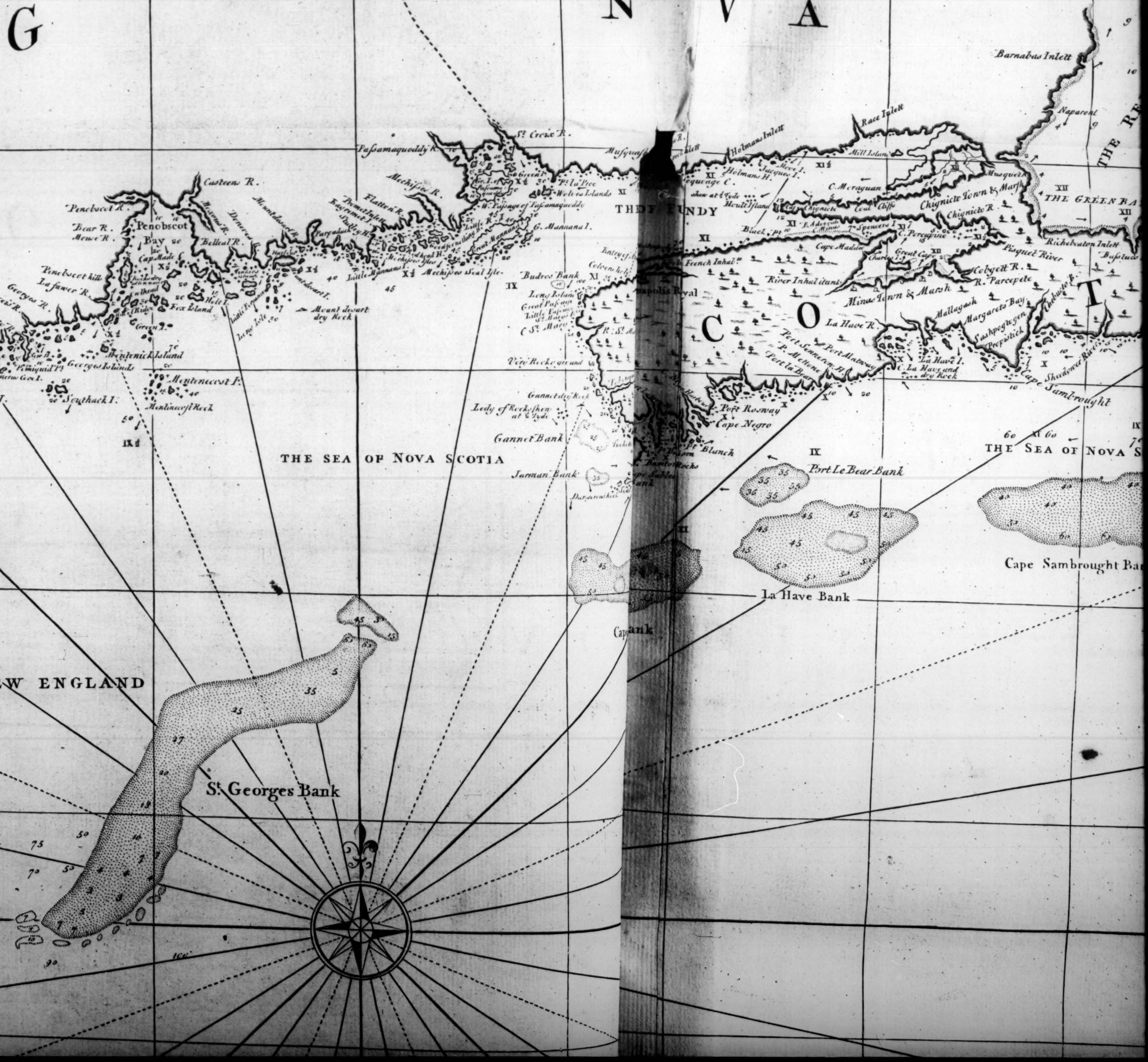
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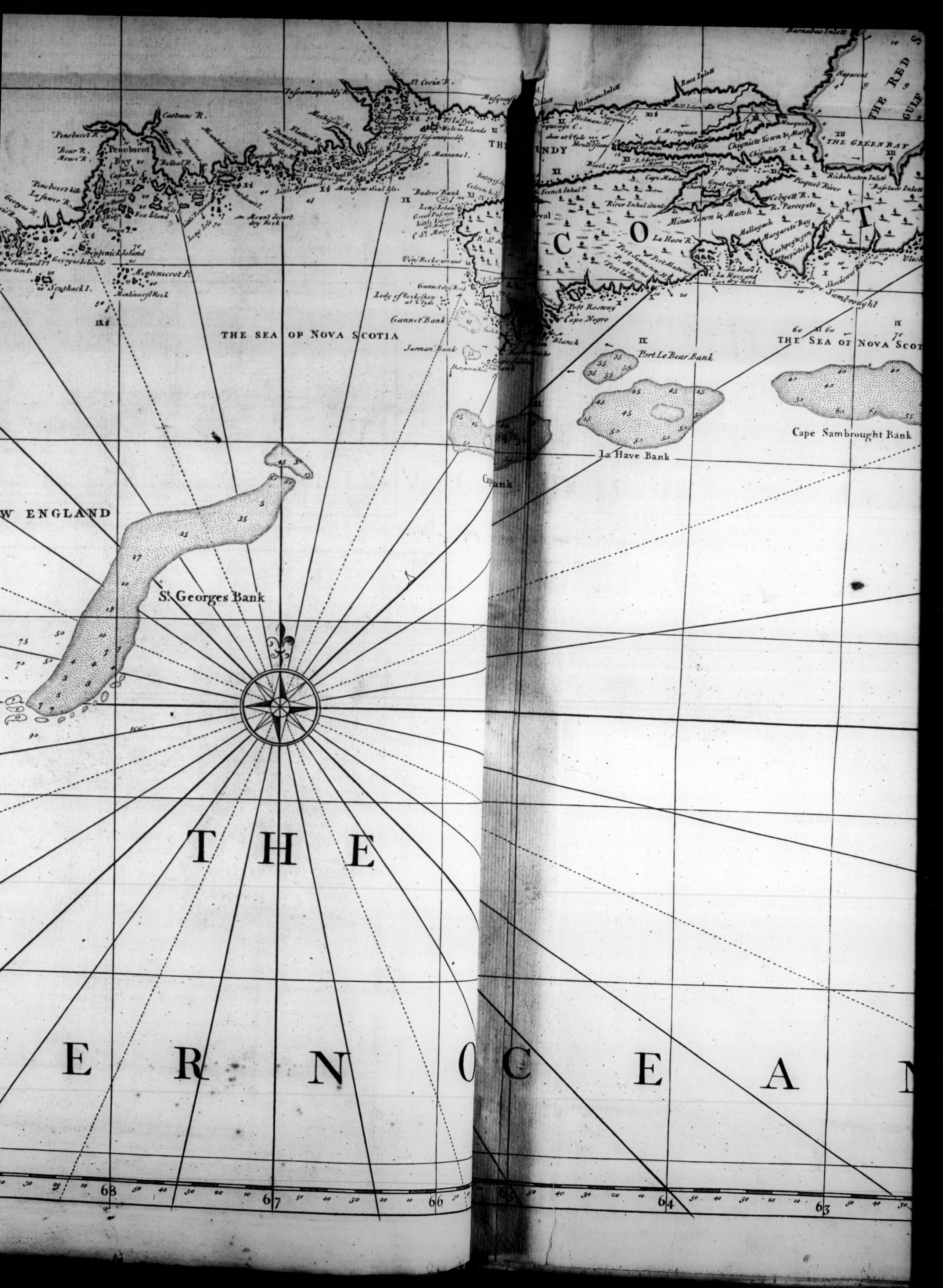
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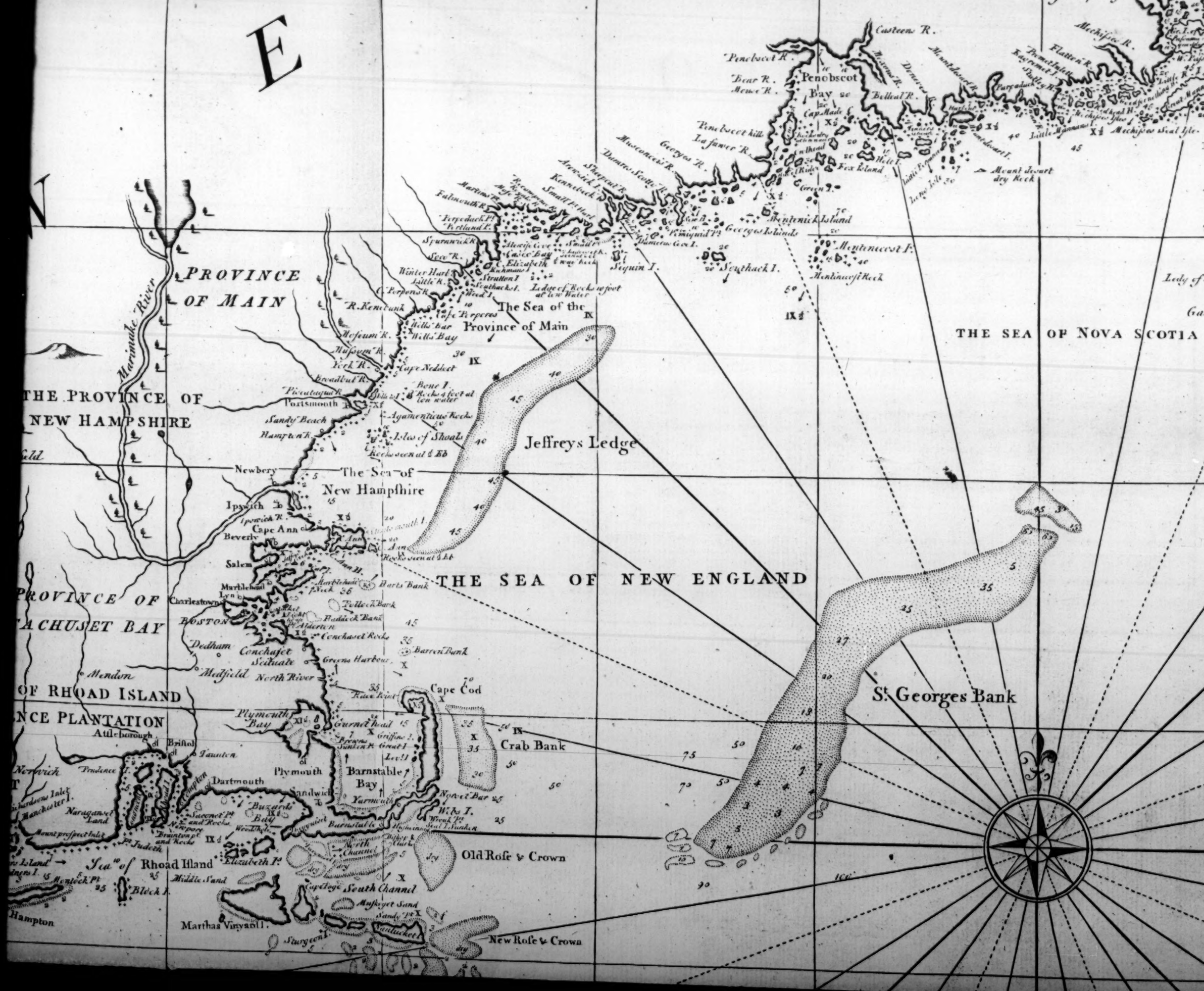
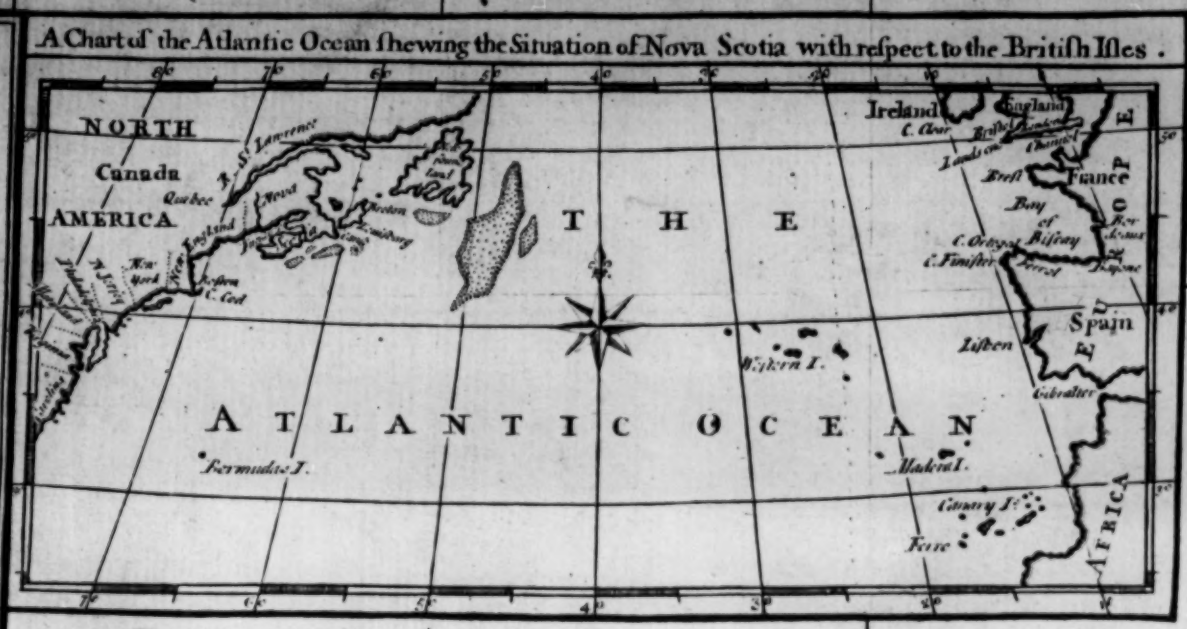
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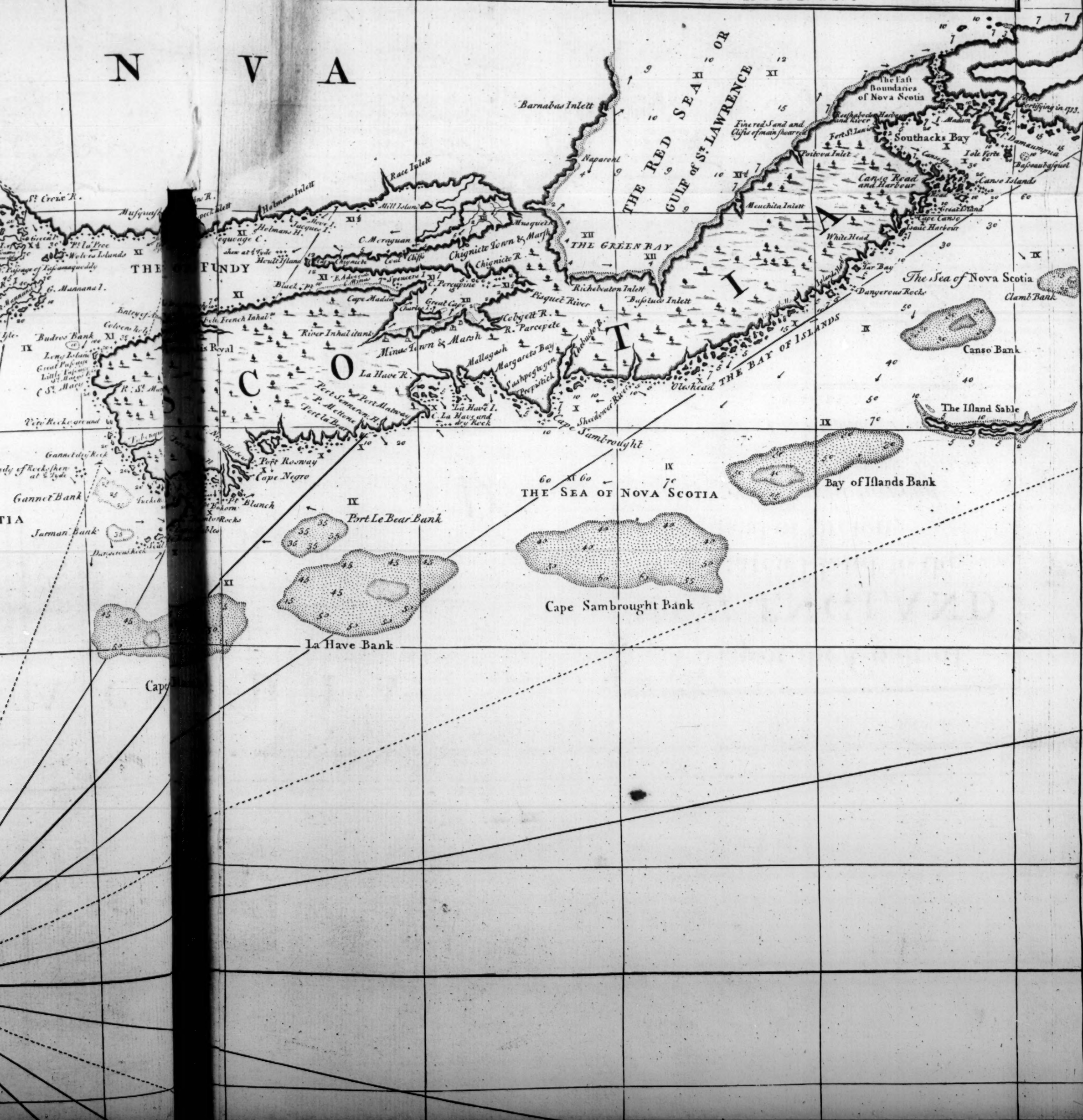
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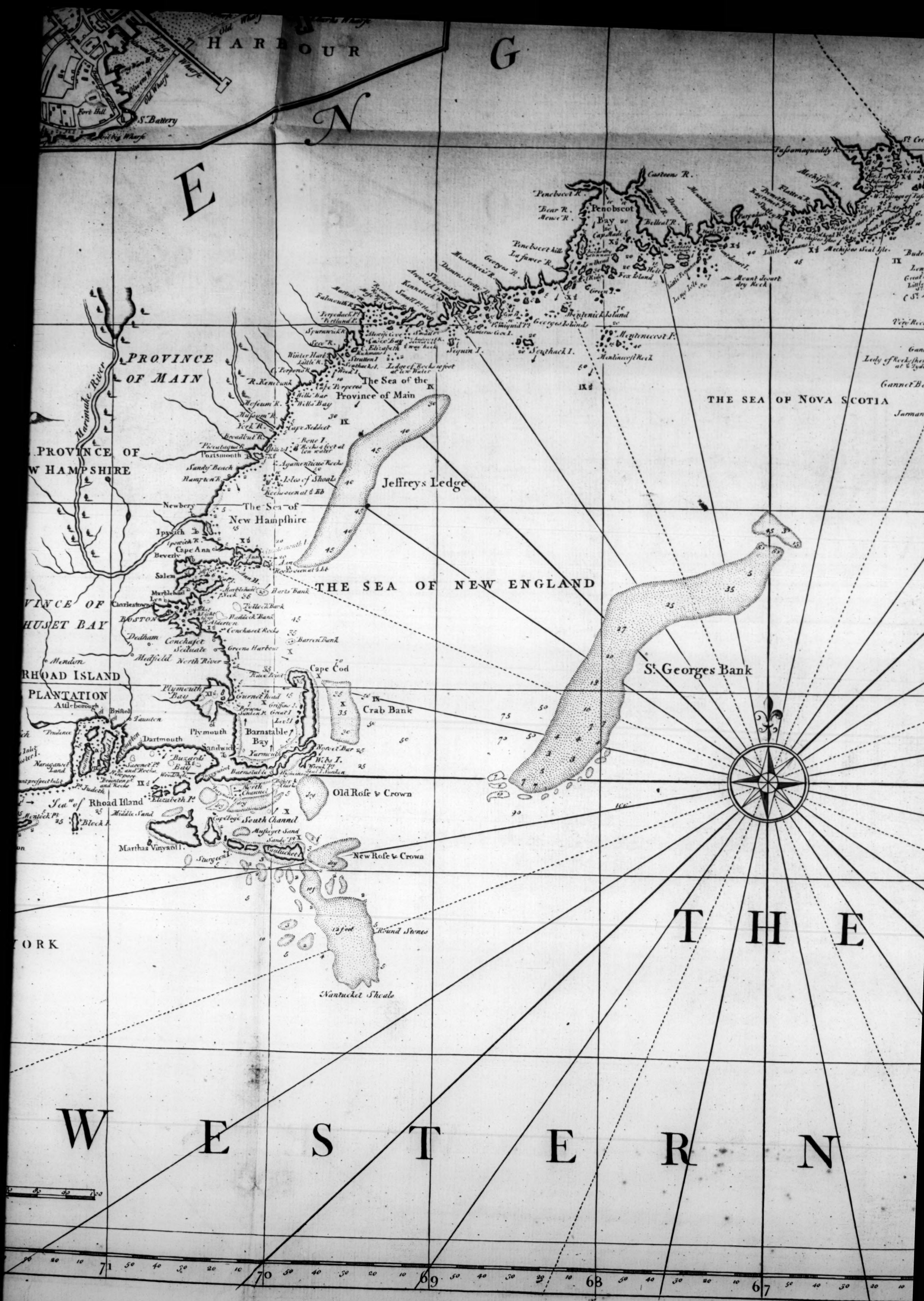
D

A Map of the Coast of.
NEW ENGLAND,
from Staten Island to the
Island of Breton;

*as it was actually Survey'd
by Cap^t Cyprian Southack.*

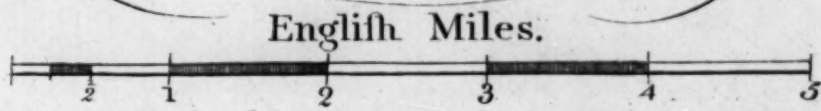
Sold by I. Mount. T. Page & W. Mount. Tower-Hill, ~
LONDON.



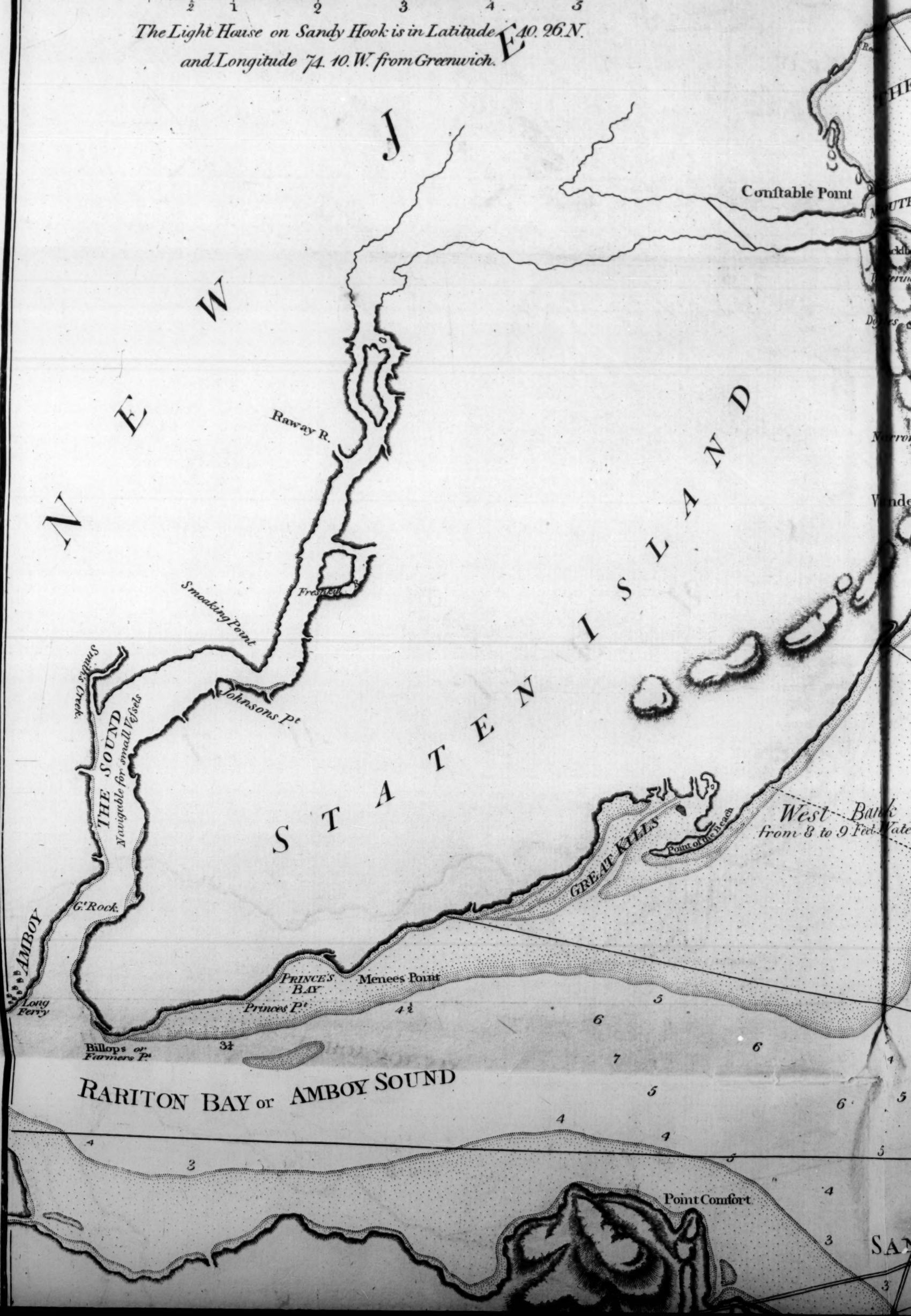




A CHART of
NEW YORK HARBOUR
 with the Banks Soundings and Sailing marks
from the most accurate Surveys &
Observations

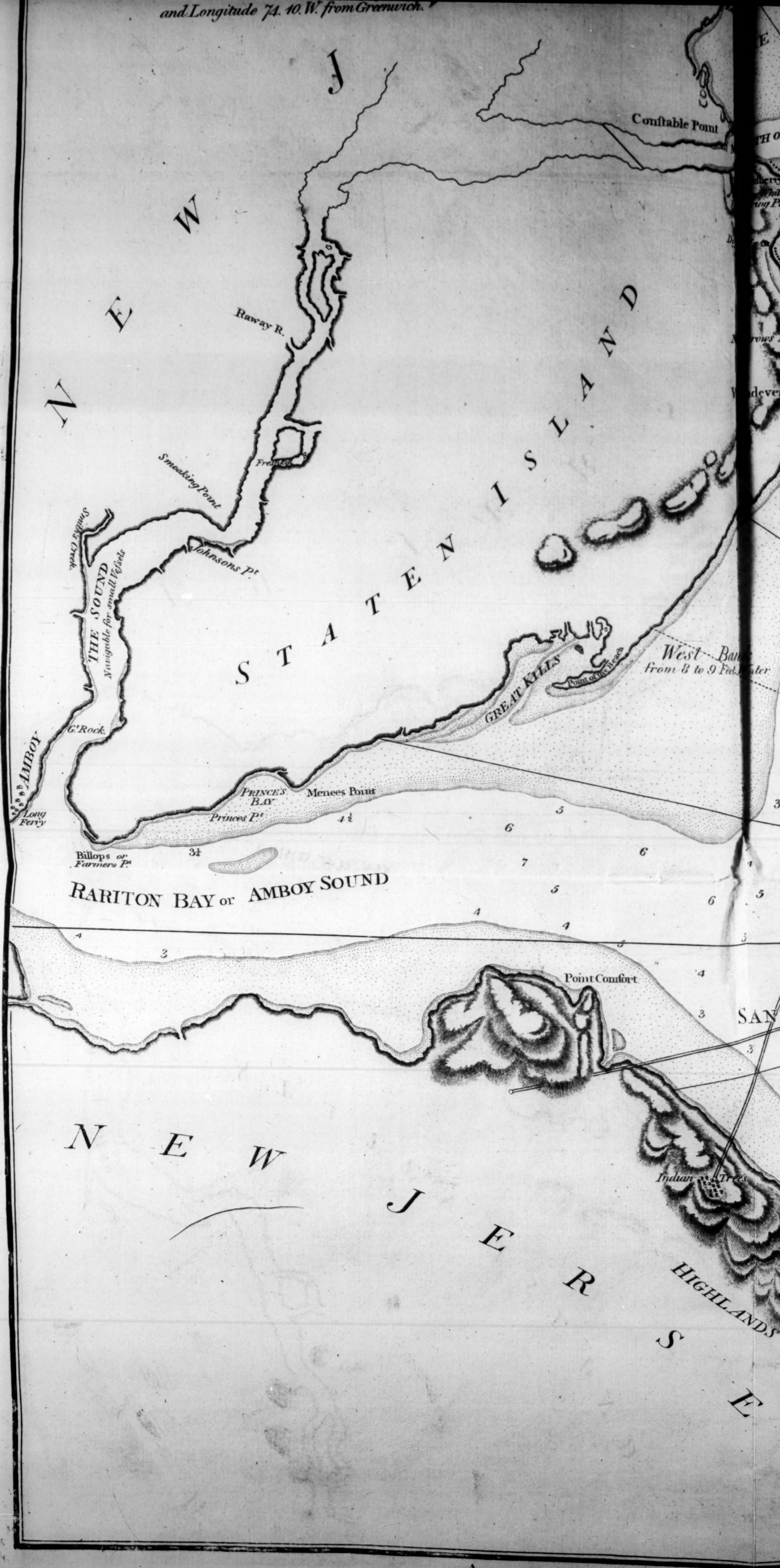


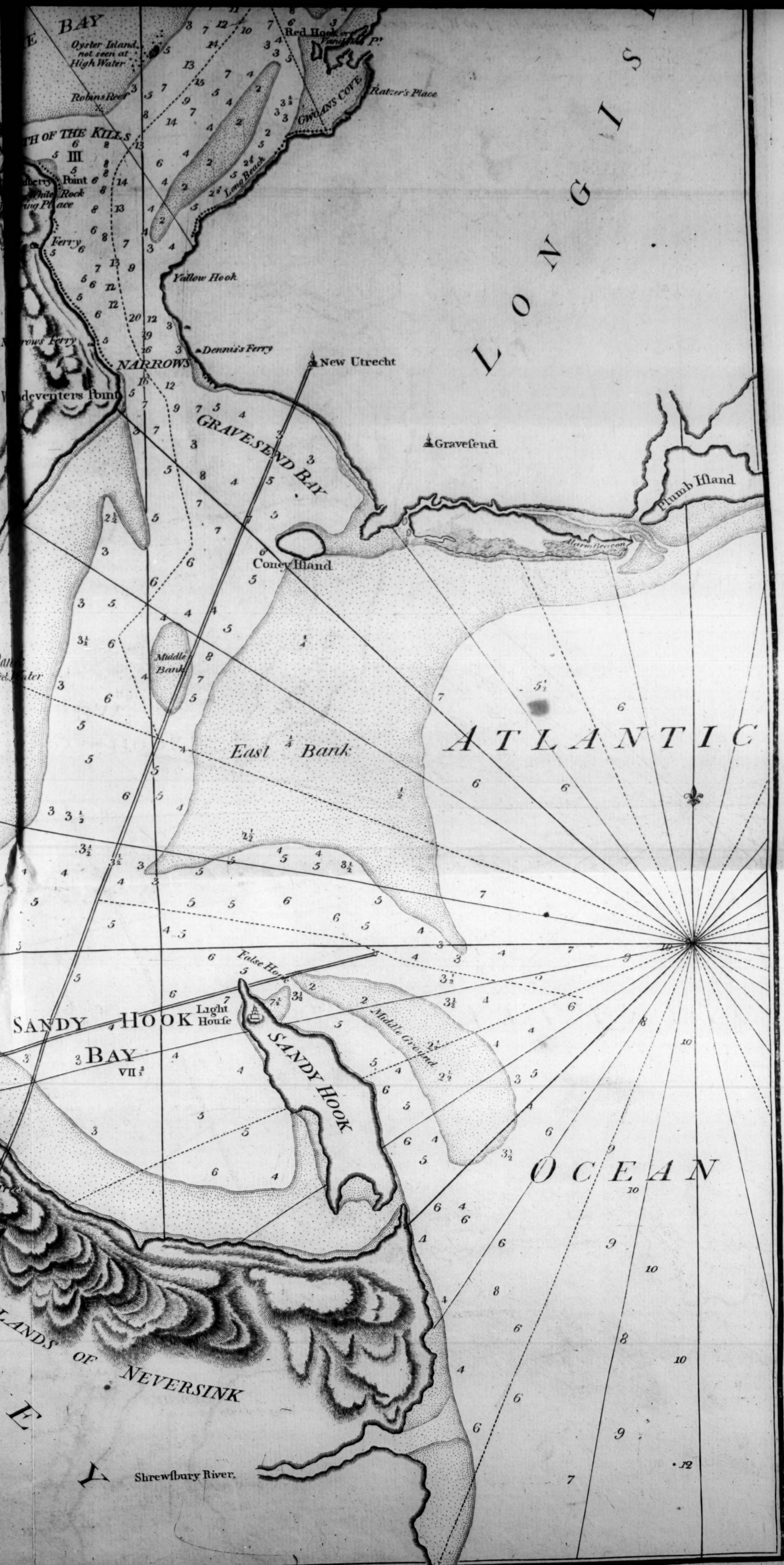
The Light House on Sandy Hook is in Latitude $40.26^{\circ}N.$
 and Longitude $74.10^{\circ}W.$ from Greenwich.

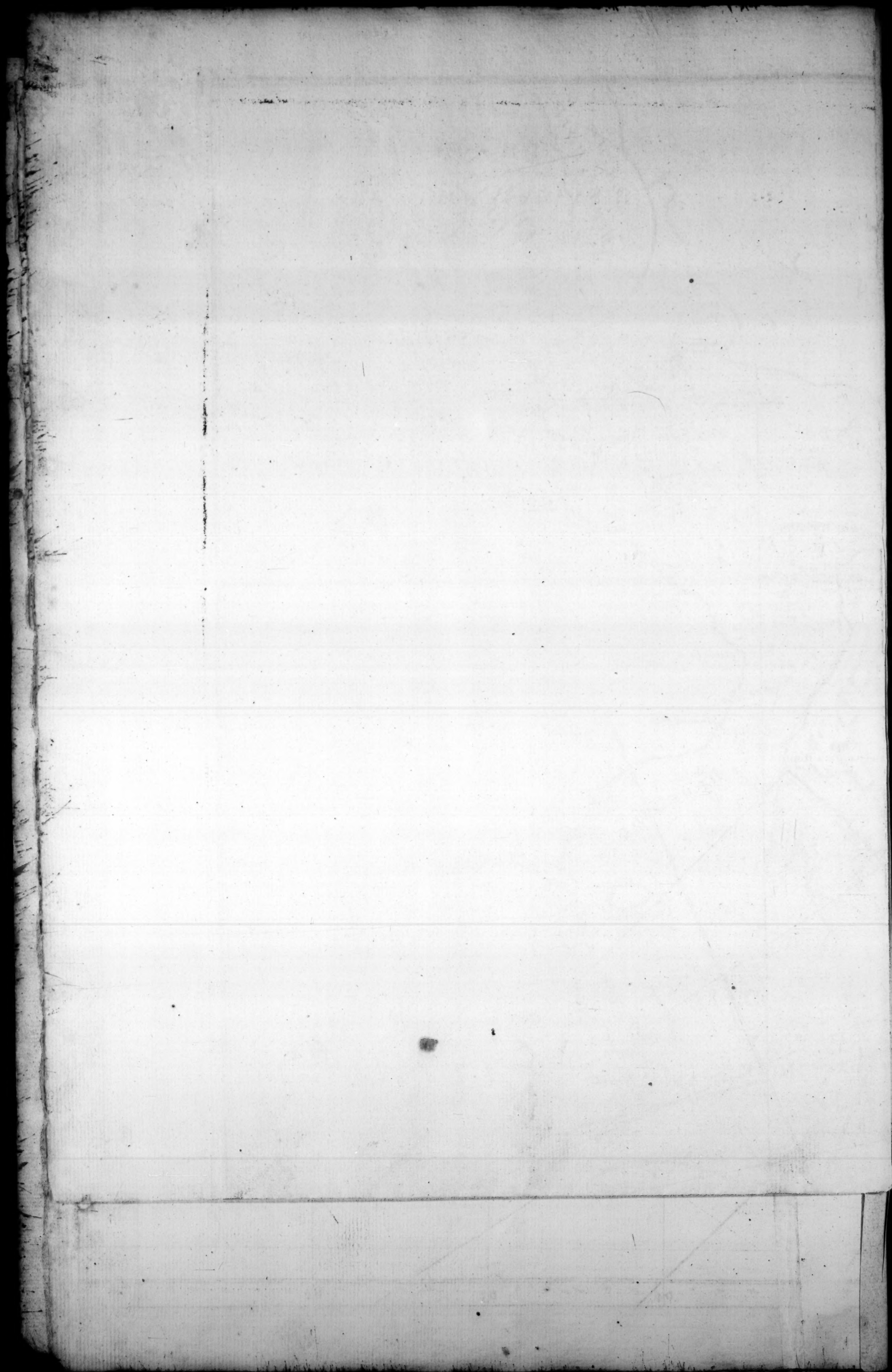




and Longitude 74. 10. W. from Greenwich.







New London

Those that are bound for *New London* in *New England*, and fall with *Block* island, or the East-end of *Long* island, will find 25 fathom water, oazy ground, and a strong tide of flood setting to the WNW. Your passage to *New London*, coming from the S. ward, is between the East point of *Long* island and *Block* island, keeping mid channel, or rather nearer the W. side of *Block* island, the E. point of *Long* island being foul, in 25 fathom water, and when you are near a breast with the N. part of the island, then direct your course NW. by W. about 10 leag. which will bring you fair in sight of *Fisher's* island: Come not near the E. point of this island, for it is shoal, having dangerous rocks stretching ENE. about 2 miles from it, but give it a birth of 3 or 4 miles (for the tide of ebb sets strong over these rocks) and keeping along the South-side of the island, pass between the West-end thereof, and *Gull* islands, which lie to the SW. of *Fisher's* island; this passage is called the *Horse Race*, which has rippings both ebb and flood, notwithstanding there is 20 fathom water; and N. by W. about 2 leagues and a half from the *Horse Race* is the mouth of *New London* haven, into which, if you are minded to sail, steer from the *Horse Race*, (observing the tides) NNW. and sail directly with the white sandy beach (which you will then see) till such time as you have shut up the town which stands on the W. side of the harbour, keeping only the top of the church to be seen over the W. point, and the harbour a fails breadth open, then will the houses appear to you on the East-side, and then you may sail into the river clear of a large ledge of funken rocks, which is South, and stretches to the SE. off the East point of the harbour, you have a fair turning channel, which lies N. by W. being bold from side to side, and 5 fath. water with oazy ground. Three miles from the mouth of this harbour, on the W. side of the river, stands the town of *New London*, to which there is good failing there being no danger but one funken rock, which lieth about the mid way upon the harbour, and about a cable's length from a small rocky island on the West-side, otherwise the harbour is bold, and you may anchor in 4 or 5 fathom water. A little to the Westward of the fort point lieth an island or heap of rocks, off a small neck, making a very good small harbour which lays in NW. This is the usual place of anchoring for small ships.

Directions for them that come from Sea, and fall in with *Block* Island, and would go into *Rhode* Island Harbour.

If you are on the W. side of *Block* island (where is 8 fathom when it bears ENE. half E.) sandy ground, and designed for *Rhode* island harbour, which is on the SW. side of the island *Coneficut*, you may steer NE. by E. 6 leagues, which will bring you up with point *Judith*, which maketh like *Nag's Head* on the larboard-side, and is indifferent bold; from whence NE. 5 leag. lieth the haven of *Rhode* island, between *Block* island and which, you have gradual soundings from 30 to 10 fath. Three miles from point *Judith*, lieth the point of *Coneficut*, called the *Bever's Tail*, which is reckoned the SW. part or entrance of *Rhode* island harbour. On the starboard-side of you, South off from *Castle Hill* (which is on the E. side of *Rhode* island harbour) lay a great many funken rocks, some of which are above water. You must sail in NE. and you will have 20 fath. water, a hard rocky shore: A mile within the harbour there is a rock called the *Kettle Bottom*, lying on the W. side near the shore; there is also a cove on the W. side called *Maykrill* cove, which is shoal and dangerous at its entrance. A mile and a half within its harbour is an island called *Scate Goat* island; it stretches itself NE. and SW. right before the town. You must pass into the riding place at either end of this island, it being indifferent bold, and ride between it and *Rhode* Island, nearest to *Rhode* island side, for the other part of the harbour is grassy choaky ground. *Rhode* island is the most fertile on all the coast of *New England*. If you would sail to the Eastward between *Martha's Vineyard* and the main, direct your course ESE. leaving *Elizabeth's* island on your larboard-side, and sail according to the directions here given (after *Naraganset* bay.)

Naraganset Bay.

This bay lies in North betwixt the point of *Coneficut* and point *Judith*. In this bay is a rock called the *Wale*, which you must take care to avoid; you may sail on either side of it, and anchor at your pleasure. If you would sail into the bay on the East-side of *Rhode* island, take notice of the high rocks upon the starboard-side of the bay, about a mile from shore, steer N. by W. Westerly, within a mile of these rocks a leag. into the bay, where in the middle of the bay there is good anchoring for all winds except a Southerly wind; or you may anchor in 16 fathom; *Newport* being East, and *Hope* island North, *Rhode* island is navigable round, keeping in the middle of the channel.

Directions for them that fall in with *Block* Island, and would sail between *Martha's Vineyard* and the Main, to the Eastward among the Shoals.

Direct your course from *Block* island to *Gay-head*, which is on the W. end of *Martha's Vineyard*, which head is high land, of divers colours, as red, yellow, and white in streaks. Your course thither is E. 16 deg. N. erly, but be sure you go not too far to the N. ward of the E. for fear of falling in with the *Sow* and *Pigs*, which are a great parcel of funken rocks, some of them above and some under water; they stretch W. by S. from *Elizabeth's* island about a league and a half, and lie NW. from *Gay-head*, (take notice) the first of the flood sets strongly over the rocks to the Northward into *Buzzard's* bay, which is a very foul bay; within *Gay's-head* is a fair sandy bay, in which is good anchoring against S. and SE. winds. Your course into this bay or sound, is ENE. in fifteen fathom where you will find a strong tide setting channel course; there is an opening on the N. side the great sound, or the sound between *Elizabeth's* island and *Martha's Vineyard*. This opening is at the W. end of the E. most of *Elizabeth's* island which island, is called *Elizabeth's* island, the opening is called *Quick's Hole*, where there is indifferent good anchoring; and 3 leagues from the mouth of this sound ENE. at the E. end of *Elizabeth's* island is another opening called *Wood's hole*; and about mid-way between *Quick's-hole* and *Wood's-hole*, lies a fair sandy cove, called *Tarpawling* cove.

In *Tarpawling* cove, a SE. and NW. moon makes high water, near the shore, but in the channel, between *Martha's Vineyard* and *Elizabeth's* island, it runs tide and a half tide SE. by E. the flood to the Eastward, and the ebb contrary to the Northward; so that a SE. by E. moon makes high water, but runs still S. by W. into the channel.

Tarpawling cove is bold on both sides going in, being a secure harbour for ships against all winds; except ESE. and also very good anchor ground in 3, 4, 5, or 6 fath. water, and no tide.

SSE. three good leag. from *Tarpawling* cove is a harbour in *Martha's Vineyard* island, called *Holm's-hole*, it is a very good harbour, it is about two miles deep, being bold, and also very good anchor ground, and is secure against all winds, except a N. erly wind; the course from *Tarpawling* cove (if you intend to keep the channel and go between *Martha's Vineyard* and the *Horsehoe* sand) is SE. by E. a little Easterly to the Westermost head of *Holm's hole*; from thence to cape *Poge*, is SE. by E. 3 leag. and a half in 12 fathom water; but be careful and keep your lead going, for on the N. side of this channel lies a dangerous sand called the *Horsehoe*, stretching East and West 8 leag. in length, having its West end on the E. side of *Wood's-hole*, joining almost to the land, and runs 6 leagues to the E. ward of cape *Poge*, to make the channel between it and cape *Poge* narrow, there being the broadest part of this sand.

There are divers small channels over this sand, and in some places it is dry at low water; the Eastermost part of this sand spreads with divers prongs resembling fingers: also on the S. side of the channel, between *Holm's-hole* and cape *Poge*, there lie several spots of sand, to avoid which keep your lead going. There is a harbour between cape *Poge* and *Martha's Vineyard*, where if you are minded you may anchor. In coming in, sail within a mile of cape *Poge*, then steer in South, keeping along the low sandy beach on the West side in 5 fath. until you come to the Southernmost part of the beach, then sail about a mile more Easterly, until you bring the town fairly open, which is in a bay to the Westward, and then steer directly W. into the harbour till you come within half a mile of the town, where you may anchor in 3 or 4 fath. water. This harbour is a gut of water between the island *Martha's Vineyard* and cape *Poge*, and is formed by a shoal which lies on the W. and NW. side of the going in, and the beach to the Southward; the tide runs into the harbour, tide and half tide very strong.

To sail by Cape Poge to the Eastward over the Shoals, and there to Boston Harbour.

Give cape *Poge* a birth four miles distance, and then you will have 10 or 12 fath. water; and if you intend for *Nantucket*, steer ESE. having respect to the tide, which sets across this channel, keep this course till you have run cape *Poge* hill to, then you are the length of the *Horsehoe* sand lying to the Westward of you, and then you have *Muskeget* S. and SE. from you; where you will loose your 12 fath. channel, having but 5 and 6 fathom, it may be sometimes 7, continue your course still SE. till you have got the length of *Nantucket* island, whose distance from cape *Poge* is 11 leag. keeping about 4 miles to the N. ward of *Nantucket* point in 4 fath. water, or take notice of a green hill that is on the NW. point of this *Nantucket* island, covered with trees higher than any on the islands thereabouts, which is a good mark for going over the shoals to the

Boston Harbour.

Boston Har-
bour.

the Eastward. As thus, keep your course ESE. along until you bring this hill to bear SW. a little W. erly, then steer away E. by N. and ENE or if you are minded NE. which will carry you to sea out of danger. From thence steer away E. by S. 10 leag. between the shoal to the E. ward; in failing of which courses, you will have in some places but 2 fathom and a half at low-water, meeting with divers ridges of hard sand which lie right across the channel, and discover themselves by great riplings, but having failed the distance of 12 leagues, you will deepen your water to 15 or 16 fathom, and then are you to the E. ward of the shoals, but if it be tide of ebb haul not too suddenly to the N. ward. Your course from the aforementioned depths to cape Cod, is N. by W. about 22 leag. Keep along this shore till you come to the end of the beach, which lies to the N. ward of the high-land, and is called *Race Point*, from thence your course is WSW. 16 leag. to *Brewster's* islands, which lie at the entrance of *Boston's* harbour, whose entrance is between *Brewster's* islands on the N. and point *Alderton* on the South, or you may pass into this harbour to the N. ward on the *Brewsters* and *Graves* Island. Three miles short of point *Alderton* to the Southward, and near the shore, lies *Conebasset* point, off from which a small distance, lie several rocks, some above and some under water, these rocks are as big as the hull of a great ship. Come no nearer these rocks than two miles at least, because of sunken rocks that lie to the N. ward of them, then your course into *Nantucket* road is W. a little Southerly, taking care of the rocks called *Hardings* rocks, which lie E. by S. from point *Alderton*, about 2 miles or rather more Easterly, it appears at half tide and is shoal to the Southward: in failing in for *Boston* between the *Brewsters* and point *Alderton* in the main channel, keep two thirds of the channel over towards the *Brewsters*, where you will have 10 fath. your course being W. by S. or W. half S. from thence about 2 miles, and then you will shoalden your water, from thence direct your course to the N. ward steering NW. by N. keeping near *Pemberton* island side, for there is a sand stretches out to W. ward from *Beacon* island, rendering the channel between it and *Pemberton* island very narrow, steer as before directed, keeping about mid channel between *Lovel's* island and *Gallop's* island in 5 and 4 and a half fathom. There is a good channel of 5 fath. water between *Pemberton's* island and *Gallop's* island, where you may anchor, having the island called *Ramsford*, bearing SW. by W. keep the aforesaid course and depth of water, till the ships and channels be fairly open in the W. which is between *Long* island and *Deer* island, then steer W. or W. by S. to *Spetacle* island. At the entrance of the ship channel there is 8 fathom, and in failing from thence to *Spetacle* island, you will have 7, 6, 5, 4 and a half, 5 and a half and 5 fathom. From *Spetacle* island, stand away NW. between *Castle* island and *Governor's* island in 5 and 4 fath. but in failing between these two islands keep your lead going, for there is a sand spits off from *Castle* island to the N. ward, and also from *Governor's* island to the Southward, rendering the channel between these two sands very narrow, but keep in the depth above-mentioned of 5 or 4 fath. you need not fear. Your course from hence is still NW. in 4 and a half fath. distance between 2 or 3 miles to *Boston*, where you may ride against the town in 5 fath. or you may go about *Mary's* point and ride behind the town in the same depth; but the most usual channel in *Boston* is to the Northward of *Brewster's* and *Grave's* island, steering for the ship channel, between *Long* island and *Deer* island WSW. in which course you will have from a-breast the *Graves* to the Northward, 14, 12, 11, 10, 9, 8, 7, 6 and a half, 6, 5, and then deeper again to 8 fath. which is in the entrance between *Long* Island and *Deer* Island, from whence to *Boston* is as before directed: In failing here have a care of the *Favens* rocks, which lie about a mile from the W. ermost point of *Deer* island, and are dry at half tide; there are rocks also lying off the N. point of *Lovel's* Island, the channel being between these rocks and the *Favens*, keeping about mid-channel in the depth aforesaid. All which will be more plainly understood by comparing this description with the large particular draught of *Boston* harbour, which is hereunto annexed.

Plymouth
Haven.

Directions for Plymouth.

West 7 leagues from the cape of *Cod*, lieth the haven of *Plymouth*, which may be known by a round hommock of land, lying to the N. side of this haven, called the *Gurnet*, and on the S. side a high double land, called the *Monument* land. This haven lieth in W. in failing into which, you must keep near the *Gurnet* land, which is the channel side; for the *Monument* side is exceeding bad, being full of shoals and quick sands, dry in several places; but on the *Gurnet* side is a fair failing channel, where you may ride safe from all winds, except any Easterly wind; which if it should happen that they should force you from your anchor, you must run further up, and anchor within the sandy island, called *Brown's* island: Be careful, for there are dry sands on both sides, the ground in general in the harbour is foul, especially in the first entering.

To sail from the tail of the Horseshoe to Manomey-point.

If your ships draws about 9 feet water, I would advise you not to venture to sail here, but if under, you may steer your

course from the tail of the *Horseshoe* to *Manomey* point, which is NE. distant 9 leagues, and when you come to make *Manomey* point, as you draw near to it, bringing it to bear E. off you, running far along by *Seal Keys* beach, and you shall fall into a channel of 6 or 7 fath. water (lying about 2 miles E. by S.) which brings you fair between *Manomey* and *Old Rose*, and *Crown Sand*, which sand is dry at low-water, your course is then E. a little Southerly about a league, in running of which league you will have in divers places above 10 feet water at low-water, but this course and distance will carry you clear over all the sands. Keep not too near this shore, for there is a sand stretches three leagues to the N. ward along it, and also two miles off the shore; therefore come not near it till you are to the Northward of this sand, and then you are out of all danger.

Directions for sailing from Boston to the Northward.

From *Broad Sand* (which is the coming out of *Boston*) the course is NNE. 5 leagues to the *Marble-head* harbour; this harbour may be known by *Cat* island on the North, which hath a few trees on it, the South is known by a bluff point, steer in N. about a mile, and then the harbour lies from the W. to the N. circling, and being run about a mile in, there is safe anchoring against all winds, except ENE. winds; this is a rocky harbour.

Marble-head

From *Broad Sound* to *Cape Anne* is NE. 10 leagues; West from the high hill of *Cape Anne* 2 miles, are the *Salvages* Rocks; a little to the S. ward of *Cape Anne* lieth a small island called *Thatcher's* island, having a few trees on it; there is also a ledge of sunken rocks tailing to it SSE. about half a mile, between which and the main is a navigable channel between *Broad Sound* and *Thatcher's* island; in the NW. are two other islands, the N. ermost called the *Baker*, and the Southermost the *Tinker*.

East half N. from *Cape Anne*, about 25 leagues lies a small bank called *Cash's* ledge; it having its name from a fisherman that first discovered it, whose name was *Cash*, and used to go privately there to fish; it hath on it but 2 fath. NW. from *Cape Anne*, about 7 leagues lies the S. end of *Jeffery's* Ledge, which is a large bank stretching itself NE. by N. and SW. by S. 20 leagues, on which is 46 and 47 fath. water. The S. end of *St. George's* bank lies from *Cape Cod* SE. by E. 25 leag. or from *Cape Anne*, SE. half E. distant about 40 leagues. *St. George's* bank is a large bank stretching itself NE. by N. and SW. by S. in length 35 leag. having its head or N. part near *Cape Sable*, or *New Scotland*; the S. part of this bank is dangerous, having but 2, 1, and half a fathom water; it is reported that in some places it is dry; but from the S. ermost part to the N. ward there is water enough over, and close to the edge of this bank's S. part there is 8 and 12 fath. the lat. of the S. part of the bank is 41 deg. 25 min North.

Cash's Ledge

Jeffery's
Ledge.St. Geo. ge's
Bank.

From *Cape Anne* (being to the Eastward of *Thatcher's* island) to the mouth of *Piscatoway* river, the course is N. by W. distant 10 leagues and SE. 3 leag. short of *Piscatoway* are a parcel of islands, called the islands of *Shoals*, and NE. from the islands of *Shoals*, 7 miles distance, lies a small rocky island called *Boon* island, on whose W. side lies *Agamenticus* ledge; which ledge lies E. about 6 miles from *Piscatoway's* river's mouth, and SSE. about 2 miles from *Boon* island, lies a rock on which the sea breaks; at the mouth of *Piscatoway* river are several islands, as *Chapernon's*, *Wood's*, *Great Island*, &c. The point on the W. side this river is called *Portsmouth*; about a leag. to the S. ward of *Portsmouth* lies *Little Harbour*, and about a leag. to the S. ward of *Little Harbour*, is the high land called *Little Boar's Head*.

SSW. about 2 leag. from *Little Boar's Head*, lies *Great Boar's Head*, between which is the bay *Hampton*. From *Great Boar's Head* SSW. 2 leag. lies *Marymack*, and between them lies *Salisbury*. On the S. side of *Marymack* river lies *Plumb* island stretching along shore S. by E. about 2 leagues, at the South-end of this island goes in the haven of *Ipswich*, from hence the land tends away SE. by S. to the *Cape Anne*, whose distance is about 4 leag. and so we have described the bay between *Cape Anne* and *Piscatoway*. *Piscatoway* and the land to the NE. in coming from the E. ward may be known by the high hill and mountains which lie up in the country, called *Agamenticus* hill, I would advise those that come from the Eastward, and are bound for *Boston*, or *Piscatoway*, to keep in the latitude of about 42 degrees 30 minutes N. on no account come to the Southward of 42 degrees N. for fear of the South-end of *St. George's* bank, which (as aforesaid) is reported in some places to be dry, but however very shoal; as also for fear of the indraught of tide, by which you may be hauled into the bay between *Nantucket* island and *Cape Cod*, or to the Southward upon the dangerous shoals of *Nantucket*.

Description of the Coast of New-England from Piscatoway to the NE. along the shore.

ENE. from *Piscatoway* about 2 leag. and a half lies *Cape Neddeck*, off which to the E. ward stretches a ledge of rocks, called *Agamenticus* ledge; from *Cape Neddeck* to *Cape Porpus* the course is NE. distance about 5 leagues. In the bay between these

these two capes lies *York* and *Wells*, to the Northward of cape *Perpus* about 3 leag. in *Winter* harbour, and NE. by N. from bay *Porpus* 10 leag. in *Casco* bay, being a large bay: From this bay the land tends away East 7 leag. and the NE. into *Penobscot*-sound; this is a large and very rocky sound, especially the East-side: The entrance into this sound is E. by S from the Westermost part of this bay, called *Peniquid*, about 10 leagues lying between *Green Island* and *Norman's Land* island, your course between them being NE. which course keep till you come within about 3 leagues of *Fox* island, and then your course is NW. by N. to *Long Island* (which lies along under *Penobscot* high-land, where you may anchor in 12 fath. from whence your course is NE. about 7 leagues to *Penobscot* river, at whose mouth you may anchor in 18 fathom, and then the land stretches away ESE. about 10 leag. being a very rocky coast, the passage being between *Fox's* island and the main which is very rocky, and full of small keys and islands; the land to the Eastward of this is very high, called by the name of the *Desart Mounts*, and then the land tends away to the NE. into the bay of *Funay*, of which a good description is wanting; and then the land stretches to the Southward of cape *Sable*, whose latitude is 43 deg. 45 min. North; the N. end of *St. George's Bank*, as is before said, lies near to this cape, but there is a passage between this cape and *St. George's Bank*, and *Sea* keys, from whence the land stretches to the N.E. along the coast of *New Scotland*, and then to the W. ward into the river of *Canada*, of all which I can give but a small account.

Directions for those that come from the Eastward, and are bound for New-York, or Long-Island.

If you come from the Eastward, and are bound for *Long-Island* or *New-York*, come not to the Northward of the lat. of 40d. for fear of meeting with the S. part of *Nantucket* shoals, which are dangerous shoals, and lie in the latitude of 40 deg. 16 minutes North; but if it should happen to be streis of weather that you should be driven to the Northward, and near unto *Nantucket* island, then you may pass throug the channel to the Southward of the island, but this is a very difficult and dangerous channel. *Nantucket-Island* is a low sandy island, and may be known by a small mount standing about the middle thereof, and a mill to the westward, and at the west-end of the island is a tail of islands stretching to the Westward, called *Surgeon's Island*. *Nantucket-Island* lieth in the lat. of 40 deg. 50 min. North. The island of *Martha's Vineyard* is in much the same latitude, but *Martha's Vineyard* is a larger island than *Nantucket Island*, and the West end is higher, by which one may be known from the other. *Martha's Vineyard* may be further known by a small round island called *Noman's Island*, lying S. off from *Gay's head*, or the West part of *Martha's Vineyard*, you may sail round this small island, but near to *Martha's Vineyard* is a lege of rocks.

Block Island, if you come from the Southward, appears round and high; and from the SE. it appears like a saddle, high at both ends, but highest to the Southward; the water is gradually shoaling, as you come from the Southward, as you may see by the draught.

Long Island is generally pretty low level land excepting some few hills, which lie about 12 leag. to the W. ward of the E. point, the land at the S. part of this island stretches E. by N. and W. by S. and from thence ENE. to the E. point thereof, the length of this island from E. to W. is about 34 leag. the land generally strait, it is guarded on the South side of the island with a narrow sand beach, which lies about three quarters of a mile from the shore, its Eastermost part joins to the land at *Southampton*, and the W. part near the West-end of the island, the passage to go in between this island and the beach is 7 leagues short of the West end, the founding ground along this island's S. side is generally small white sand, excepting the West-end, which runs off a shoal to the Southward, at the S. end of which the ships pass in for *York River*. Four leagues off this island's South-side is 15 fath. water, and so gradually deepening to the Southward for 20 leag. off, where you will have 80 fath. oazy ground, and sand with a blue speck in it.

Directions for sailing into the Sound, between Long Island and the Main.

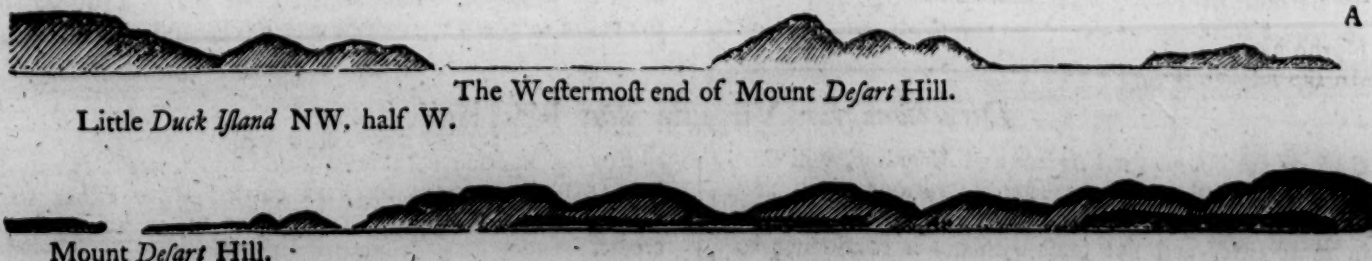
Sail from *Long Island* East point through the *Horse Race*, according to the former directions for *New London*, then is

The making of the Land on the Coast of New-England.

Holt Island N. by W.

Long-Island WNW.

Great Duck-Island, NW. by W.



your course up to the sound; Westerly is a very clear sound, along the *Long Island* side, where is a strong tide setting to the Westward. If you design for *New York* this way, take notice, that South off from *Stradford* point is a long narrow ridge of sand stretching channel course two-thirds of the channel over, but you may sail safely on either side of it; the *Stradford* point lies 21 leagues from the *Lorse Race* or entrance of the sound, and 15 leagues further up the sound lies a ledge of rocks appearing for the most part above water, lying North from *Hampstead* point; you may sail between these rocks and this point, and then you will be up with *Misford* isles, sailing SW. pretty near them, and then you may anchor and have a pilot for *New-York*: Here the sound is about two miles broad.

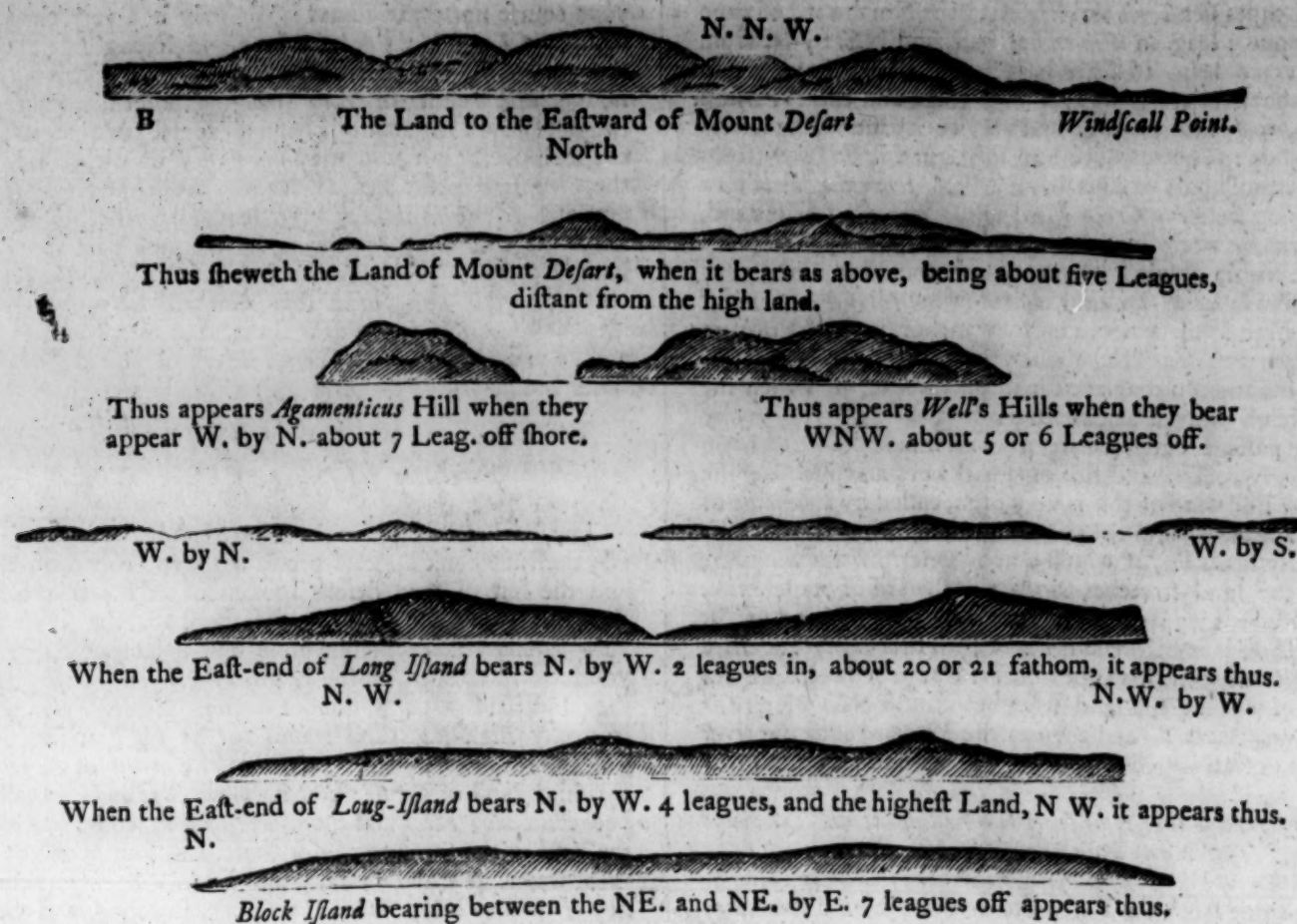
Directions for sailing up to New-York.

The landfall passage in for *New-York* between *Sandy Point*, and the East bank appears pretty high and round on the top, and the spit of sand before spoken of in the description of *Long Island*, which spits South off from the West-end of *Long-Island*, till within one mile and a half of *Sandy Point*, you have in the best of the channel between *Sandy Point* and the above said 7 or 8 fathom water. *Sandy Point* or *Hook* is pretty high land and round to the top; a little to the Southward of it by the sea-side, is the town of *Never-sunk*; this high land of *Sandy Point* is called *Portland*; in sailing in between *Sandy Point* and the afore said spit, come not too near the land to the Southward, for there lieth foul ground, and is shoal water, as 2 and a half, 3 and 3 and a half fath. come no nearer than to bring *Sandy Point* NW. from you and then you may direct your course NW. between *Sandy Point* and the spit in 7 or 8 fathom, and when you are got within the *Sandy Point* and design to anchor, sail South a little Westerly, into a sandy bay to the Westward of you called *Sandy Point* bay or road, and there you may anchor in 4 or 5 fathom water; but if you do not intend to anchor, continue your course in 6 fathom, and then stand to the NE. between the shoal that comes off *Statten* island, and the South spit, your course being about NE. in 6, 5, 4, and sometimes 3 fathom. Here I would advise you to keep your lead going, the channel being narrow, keeping the afore said course or sounding, will bring you up with *Coney Island*, which lies to the West-end of *Long Island*, being a round small island; from whence your course is NNE. 3 leagues and a half to *Nut-Island*, which is a small island lying due South from the castle point of *New-York* and near to *Long-Island*; you will find in the passage between these two islands from 8 to 15 fathom and then decreasing again to 8 fath. to *Nut-Island*; you must double about *Nut Island* to another in *New-Road* or harbour.

Directions for New-York.

If bound for *New-York*, when you have sight of *Sandy Hook*, bring the point between the W. by N. and the N.W. by W. and run in between, or on either of the courses, giving the point a good birth, for fear of a spit that runs off the *Hook* about a quarter of a mile; the marks to go clear of it, are to keep the low land of *Never-Sunk* open of the wood-land of the *Hook*, till you bring the fall of the hill over point *Comfort* open of the *Hook* point, then run up W. by N. or WNW. rather till you bring *Sandy Hook* SE. by E. and *Coney Isle* NE. then you have the channel open; and you will see some straggling trees on the hill on the South shore, which will bear SSW. from you; keep them so, and *Gravesend* church NNE. till you come the length of the middle, then you must keep over to the W. bank, a little for to go clear of it; on it is not 8 or 9 feet water. Observe the flood runs very strong over the W. bank, and the ebb strong over the E. bank, when you are at the length of the *Narrows*, come not too near *Hendricks*, there being a ledge of rock, above a cable's length off, but the other side is steep, and there is no danger till you come up to *Nutting Isle*, off which lie some rocks a little way, and 10 fathom close to them, as does off the Eastward of the fort, a cable's length and steep too, keep clear of them, and anchor before the town from 5 to 10 fathom water, for further directions observe the draught.

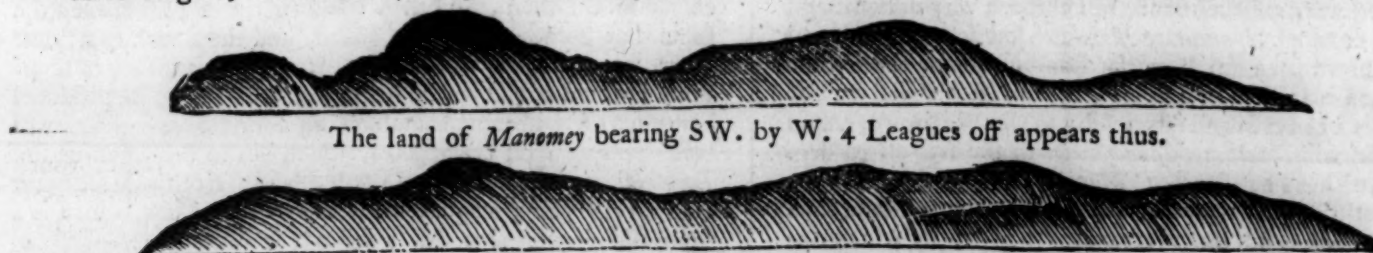
A Description of New-England.



General Observations.

Nantucket island bearing North West by North distance three leagues, in latitude 41 degrees 00 minutes, and

when we brought the land to bear N.W. it made thus with a sandy beach, 4 and a half fathom water.



The land lieth N. and S. from *Manomey* to the Pitch of *Cape Cod*. near 9 leagues, and from the Pitch of the Cape to the Hook, it bears WNW. 5 leagues, and from the Hook to *Alderton's Point*, NW. by W. half W. 17 leagues.

The wind at SSW. we stood for *Holme's-hole*, the course is WNW. seven leagues from *Nantucket*; from *Holme's hole*, the wind at S. by W. turned through the Sound, it lies WSW. 7 leagues to the *Gay-head* of *Martba's Vineyard*. *Elizabeth's* island makes pretty high land, there is a great high rock on the WSW. 1 league; *Whetstone's* island bearing from *Gay's-head*, S. half W. 2 leagues, and *Rhode* island bearing WNW. 7 leag. As you sail into *Portsmouth* there is a great high rock on the starboard side upon the main, and a single rock a furlong from it; the main lieth East and West. If you go in at the W. end of the *Rhode* island, you will see the entrance of *Naraganset* bay open, between the high land, when it is NW. by N. and there is a low point to the E. ward of it, where is the entrance.

Off from the Eastern-end of *Martba's Vineyard* there is a very shoal point, it is 8 leagues to *Nantucket*.

Falcon island is a leag. from the N. shore, and from thence it is 4 leagues to *New Haven*; the entrance is to the E. of the high land (from thence it is 3 leag. to *Milford*, you must ride within a sandy island) from thence it is 2 leag. to *Stratford*; you must go to the Eastward of a ragged point of trees, it is a shoal water 2 leag. off, and deep between that and the shore, the point is called *Penocke*; when you come in within the point, the river lies W. by N. to the town, where is about 7 fathom water, from thence it is 3 leagues to *Fairfield*, there is a little island before the town, you must go into the Eastward in 5 fathom water, the West-side of the island is bare to the main, there is a ledge of rocks lying ENE. a mile and a half off the harbour, it is the first point on the starboard-side, you run in NE. by E. to 3 fathom water, and there you may anchor.

A General Tide-Table for the Coast of NEW-ENGLAND.

IN the harbour of *New London* — SE. and NW.
In the *Horfe Race* — SSE. and NNW.

At the East-end of *Fisher's* isle — SE. and NW.
At the N. W. point of *Block* isle S.E. by E. and NW. by W.
In *Rhode* island harbour — S.E. by E. and N.W. by W.
At the *Gay's-head* — SE. by E. and N.W. by W.
At *Ten-pawling* cove — SE. and NW.
At *cape Poge* — SSE. and NNW.
At *Manomey* point — S. by E. and N. by W.
At *Plymouth* — S. by E. and N. by W.
At *Boston* harbour — S. by E. and N. by W.

Instructions for sailing into Delaware-Bay.

The best going in is to keep the S. shore on board about a mile distant, and when you come up to *cape James* or *Henlopen*, that lies in the latitude of near 39 degrees, sail far up with it, and when you are a-breast of it steer away NNE. about 4 leagues up, and see that you take care to keep your eye upon the said cape, that the tide of flood do not toss you to the Westward before you be in the length of the *Guiding* sand, if it do, you will be forced to go thro' the Western channel; when you are to the Eastermost side of the *Guiding* sand, keep your founding, if you please, close aboard it, if you intend to go to the W. ward of *Middle Ground*, so that when you are so high as to bring the *Mother Kill* and *Gammon* isle ENE. and WSW. then you are the length of the *Guiding* sand. The *Mother Kill* sheweth itself with a fair opening with trees on each side, as if a pair of gates stood open, then steer as the draught directs you. But if you sail to the W. ward of the *Middle Ground* have a care of being hooked in with *Bombay-Hooks* shoals. The W.ermost shore lies off as you see with shoals and flats, as in the draught. Here a SE. moon makes a full sea, upon the full and change, the tide sets ENE. and WSW.

Directions for Virginia and Maryland.

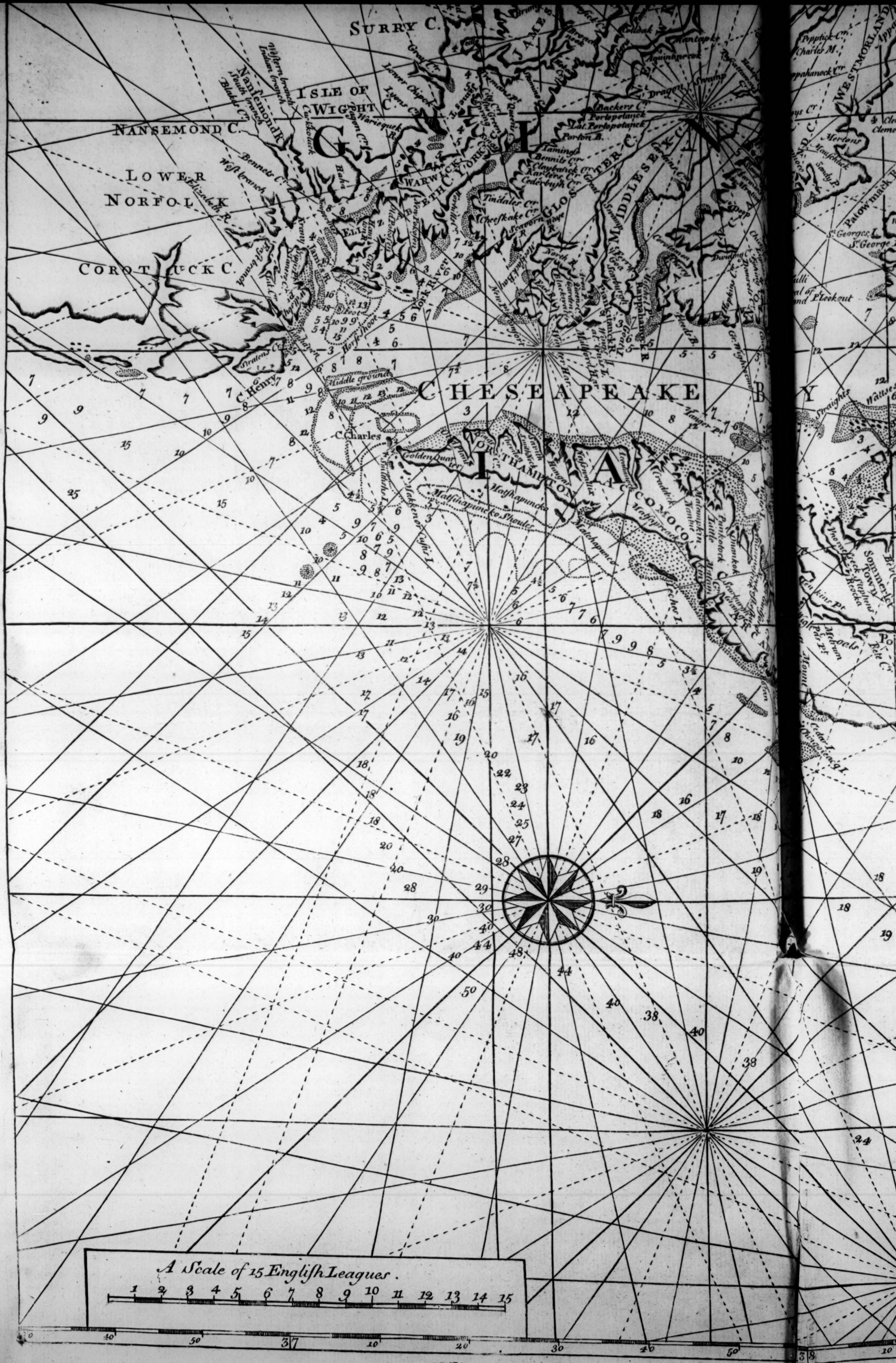
SUCH as are bound for *Virginia* and *Maryland*, will find many times on the coast of *America* various winds and weather, and streams and currents also, therefore they must take the more care, and not trust with much confidence to dead reckoning.

For by experience has been found sometimes in twenty-four hours, such currents as hath carried them either to the Northward or Southward, contrary to the reckoning beyond credit.

Cape







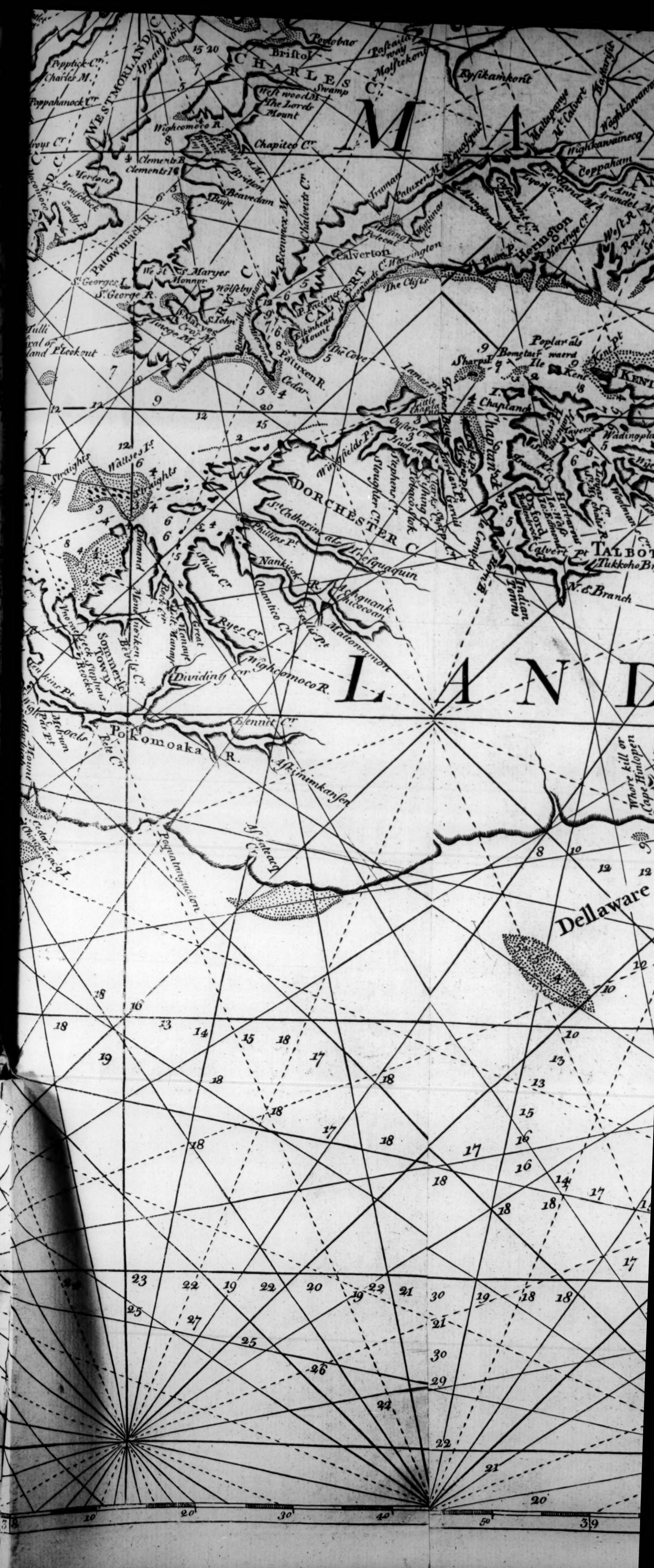
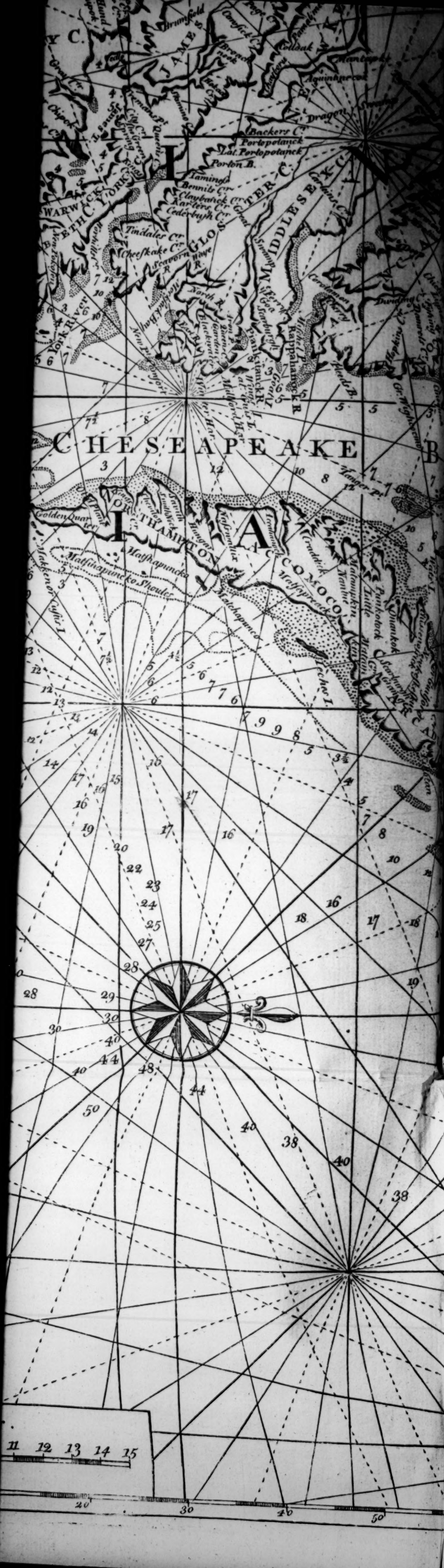
A Scale of 15 English Leagues.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15





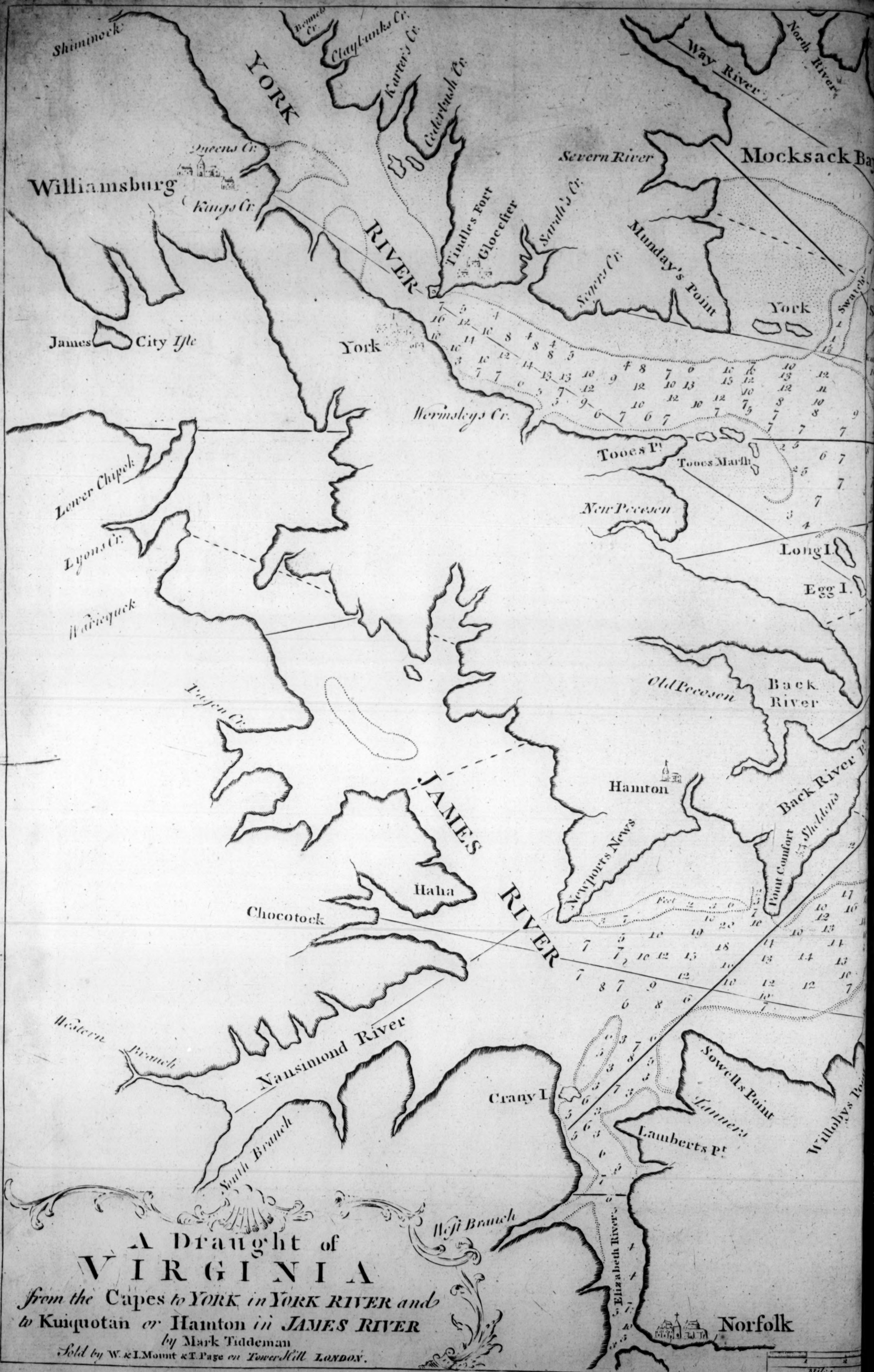


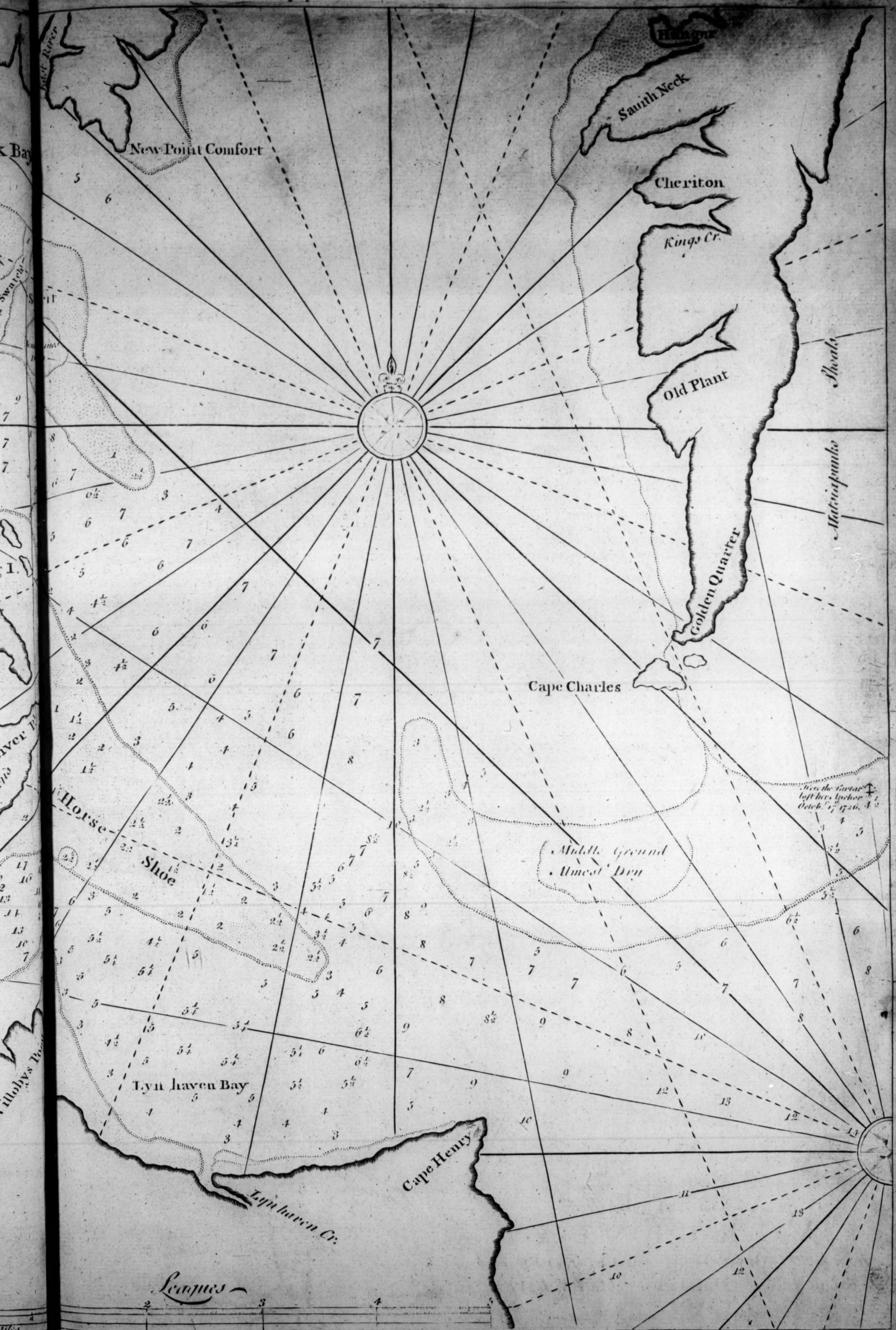


VIRGINIA,
MARYLAND,
PENN SILVANIA,
East & West
NEW JERSEY.

Sold by
In: Mount & Tho: Page
Tower Hill.







Cape Henry in Virginia West half South 5 leagues off appears thus: Its latitude 37 degrees.

When drawing near the capes before you have soundings, being about 50 or 60 leagues from the land, and even to the very soundings, the current most commonly sets to the east, and NE. ward; the nearer to the soundings the more to the northward. But in the sounding of 50 or 40 fathom, about 16 or 18 leag. from the land is less current; and coming into shoaler water, which is suddenly, and 20, 16 and 15 fathom. About 15 leagues from the land, the current sets to the southward, and the nearer in the stronger. Several and various soundings are on that coast. Towards cape *Hatteras* are several shoalings or banks, a great distance off, having 10 or 12 fathom white sand, and sometimes coarse, and within 18 or twenty fathom more dirty or oazy blackish sand, and then again shoaler, with sandy ground at 10, 9, 8, 7 fathom. Cape *Hatteras* appears with low white sandy banks, and straggling trees on them. To the northward, four leagues off that cape, you will have 10, 9, and 8 fathom water, within a mile of the shore, and soft oazy ground. But to the northward of that is shoaler water, with grey and white sand. Something more to the N. ward is *Roan-noack*, which has higher sand-hills and thicker trees, and all along double land on the outermost islands, and within broad waters to the main land; being near you, may on a ship's top see the waters between the two lands, by which it may be well known from the land on the north side of cape *Charles*, or *Smith's* island; for that side is fuller of trees. Near the sea side is low land, not so divided with water, and has no high sand-hills as the other; only one about 8 leagues to the northward of the said *Smith's* island.

On the inner land of *Roan-noack* is a good land-mark, which may be seen 7 or 8 leagues at sea, being two hommocks of trees, standing on high land, bearing W. or WSW. from you, and appear like two round black hills joined together, like those in the north of *England*, near *Sunderland*, called *Maidens Paps*, and coming near, appear like a great barn; for which some call them *Barns*. Cape *Henry* is on the south-side of *Chef-peak* bay, and cape *Charles*, alias *Smith's* island, is on the north side of the entrance thereof. Cape *Henry* appears with trees on white sand hills, and is bold; you may run by the lead at 8, 7 or 6 fathom water; but between the said capes is shoal water, on a middle bank of a great length and breadth, about 5, 4, some places 3 fathom; and yet off this bank some places 10 or 12, and some say 20 fathom water between the capes. Such as would sail to *James's* river, may take sounding off the south shore in 4 or 5 fathom water, or more, as they come to the mouth of the river; for on the north side it is deep 10 or 12 fathom; but on the south side lies off a sand from *Willoughby's* point towards *Lin* bay, a great distance from the shore, with a spit joining to the said sand, called *Willoughby's* sand, where ships may be hooked in; but in keeping in 5 or 6 fath. you will go clear; being shot within the sand, and the point of the said river, on the north side you may anchor in 7, 8, 9 or 10 fath. water; but there are two shoals within the said river, the one from the north side, and the other to the southward, which you must be careful to shun. In this river are many shoals and banks, for which pilots attend to carry ships up the river.

Point *Comfort* lies with a long flat from it, steep too, with little water upon it. This sand or flat is called the *Horsehoe*.

If you come from the N. ward to cape *Charles*, alias *Smith's* island, it appears like a high bluff of trees on low land, with an opening or bay on the NE. side. From this land is shoal water, and flat, a great distance off; out of sight of land, you have 9 fathom, and in running west and west by south for several leagues, will not alter one foot of water, having greyish sand with little black specks. To go in there with a northerly or east wind, you may take the soundings of the said *Smith's* island in 3 or 4 fath. and in standing to the south west, you will find 5 or 6 fathom soft ground, by which you may judge you are over the shoal; but if you haul them to the NW. you will find a bank of three fathom, which you must bring to the southward to go clear off, and bring over the shoal, you have the right channel in 7, 8, 9 and 10 fath. soft ground, and then you may steer north up the bay, or may take soundings on the east side in a dark night, and finding with a north or north by east coarse hard ground and shoal water, bear off to the west, till you find deeper and soft ground.

But in coming between these two capes, at 5 or 6 leagues distance, without are banks and various soundings; open of these banks is coarse white sand, at six or seven fathom, and within 10 or 11 fathom, very fine blackish or oazy sand. SE. from *Smith's* island 5 or 6 leagues, are banks of coarse sand and gravel of 5 fath. and running NW. you will have several holes of 10, 11 and 12 fathom. But between the cape is a great flat or shoal, called the *Middle Ground*; on it is 4 or 5 fath. water, and some places but 3 fathom; this shoots far in, and some think it joins to the shoal of point *Comfort*, that lieth with the flat point of the sand of three fathom to the E. ward, about 2 leag. from the shore; and the shoal of the east side, or shore, lieth off to the westward as far; so that if you are not in the channel, you may run some leagues in 3 fathom in dark weather, and know

not on which side of the shoal you are, the channel of deep water there being not broad.

The best mark for the channel to steer up the bay, is a hommock of trees on the south shore between *Lin* bay and *Willoughby's* point; bring that to bear S. from you, then a north course carries you up the bay in the best of the channel in 7, 8, 9 fathom fast ground; but you may find sometimes shoaler water.

On the east shore is good sounding, but on the west side are several shoals and spits of sand, running off to the eastward. Between old and new point *Comfort* are several shoals, which are dangerous, and more also to the northward of new point *Comfort*. From the north side of *Rapahanock* river lies a spit of sand three or four miles from the shore; shooting to the SE. it has about a fathom on it, and on the south side is deep water; also to the eastward of this point is deep water, as eight or nine fathom soft ground; to the northward of this point lies off another flat called the *Marsh* (which lies off the mouth of great *Wichocamoca*.) By some, the following directions are rather approved than the foregoing:

When you sail to the S. ward of cape *Henry*, you have deeper water than when you are in the lat. thereof, as 21 fath. reddish sand and pretty large, and nine leagues off is 35 and 40 fathom grey fine sand, and in the latitude of 36d. 9m. and 23 fathom yellow large sand with shells, and when you come into the latitude of cape *Henry* seven leagues off, you will have 11 fathom grey sand, and from that to 9 fathom, and a current setting pretty strong. The land is pretty low and sandy, and you cannot see it above 7 leagues. Cape *Henry* is low, but bluff, with a few trees on the sea side, at a little distance from the water; it is very steep too, having seven fathom close by the cape, and nothing to hinder you from coming into *Lin* haven bay, where you have soft ground in five or six fathom water; the bank, called the *Middle Ground*, is about a league from the cape, which is a very good channel to the northward, and very broad between this shoal and the shoal of cape *Charles*.

From *Lin* harbour bay to *Keketon* steer NW. till you bring a remarkable tree, which you will see on your larboard side about WSW. then steer NW. by W. a league, and when you have the said trees SW. you are in the beginning of the narrow, and steer west half north to the north shore, and when you come about a mile off the north shore, point *Comfort* bearing north half east, you will have 11 fathom; then you may steer W. by S. and WSW. for the road.

When you come from *Lin* haven bay, you have from eleven fathom to five, until you bring the said trees SW.

When you bring *Willoughby's* point SW. you are a-breast the shoal, called the *Horsehoe*, which is not above half a mile broad.

From cape *Henry* to *Lin* haven bay, if you run in, you have gradual soundings, having the cape SSE. in standing to the N. ward, you will come on the shoalings of the *Horsehoe*, which is likewise gradual in turning in, endeavour to keep the channel for the benefit of the tide; in the channel you have seven and a half, and 6 and a half fath. water, soft oazy ground; and when you have but 5 and a half, it is hard sand; then you have an eddy that sets you contrary to expectation; the first of the flood sets to the SW. for which reason do not keep the main nearer than 5 and a half and 5 fathom; you may borrow to four on either side, but it seldom proves advantageous by reason of the eddies. You must observe in running up to the *Keketon*, to keep the cape SSE. and point *Comfort* W. that is, the W. point of it. If you ride in the bay, the best of the road is SSE. or E. by S. from the cape, in 5 and a half or 4 and a half fathom water, endeavour to keep to your marks, and you have from 5 and half to 7 fathom, but be sure you come no nearer *Willoughby's* point than 5 and 5 and a half fath. by reason of a swatch that runs within the channel fair by the shore, which may deceive you. You will have in running with the former bearing the shoal point to the W. ward of *Willoughby's* SW.

There are 3 houses which you will see over point *Comfort*, which you must take notice to keep WNW. if you have sight of the cape, and a-breast of *Willoughby's* point, you must edge over to point *Comfort*, and you will have from six and a half to 10 and 17 fathom water; the point after above the *Horsehoe* is bold, only some knowls which lie without to the eastward of the *Horsehoe*, which are steep also; to shun which, after you are in deep water, edge to the southward, and keep in ten or twelve fathom water, and then well shut up, haul in with point *Comfort*, and run up SW. until the point bears NE. or NE. by E. and there anchor in seventeen fathom a-breast of *Hampton-Haven*; but within and above that, you have but five, six and seven fath. From the W. point of point *Comfort* to the next point of land on the north side is shoal water, and all sand. To run off *Lin* Bay to *York River*, and shun the middle ground, bring cape *Henry* south south east, and keep your course north by west, and N: with the tide of flood, till you come to the other side, in 4 and a half fathom, then you are upon the head of the same bank; and when you bring point *Comfort* west, you are then just over in 5 or 6 fathom, you may steer NNW. and NW. by N. it is very dangerous to come into *York River*; there is a great shoal

at the mouth; on the starboard side, as you go in, it is pretty steep at 6, 7, or 8 fathoms; but on the larboard side it is flat, and a point of drown'd land; it is but a mile and a half in breadth at the mouth of the river; but when you are in it is wide, and have room enough.

From *Rapabanack* point to *Wichocomoca* point is 6 or 7 leagues brave soundings at 5 and 6 fath. water, about 4 miles off. But be sure, when you come nigh *Wichocomoca* point, go off rather with a leading gale of wind nigher the eastern then the western shore, to be clear of the point.

If you are bound for *St. Mary's* river, you must keep up nigher the main than the shoals which come away from *St. Georges* island, being a fine birth from the starboard side; your course is NW. into the river, and you will have 5 or 6 fathom, and then anchor, the river being open to you.

If you are bound for *Wichocomoca* in *Potowmack* river, you must give it a good birth off above *Clement's* island, for off it are two or three small islands which lie to the eastward of the river *Wichocomoca*, all broken ground; and when you come nigh the river, you must keep the island on the starboard side; and you will find 4 and a half fathom water; after, for a great way, you will have but 3 fathom. Going into this river are two points, and to sail clear of both points, you must steer up WNW. until you have the river open; then N. for *Newton's* point. Anchor on the south side of the point, 5 fathom, and 4 and a half of water. Mind to give all the points a birth in all *Maryland*, in the bay, and in all the rivers.

Directions for James River.

Cape Henry is a bluff sandy point, with a single tree or 2 on it separate from the rest, but *Cape Charles* is an island; between the cape lies in the middle ground, about two thirds over from *Cape Charles* to *Cape Henry*; therefore 'tis adviseable to keep over to *Cape Henry*. If bound up *James* river, keep *Cape Henry*, ESE. and run up WNW. but when you come almost a-breast of *Willoughby's* point, look for *Sheldon's* house on point *Comfort*, and keep that NW. by W. and run in with it so till you are in the deep water, and bring point *Comfort* W. by S. or W. half S. then you may run in with it, giving the point a small birth. It's steep close too, and anchor in *Hampton* road, bringing point *Comfort* NE. by E. or thereabouts; in turning in, be very careful you stand not too far in when near *Willoughby's* spit, for fear of being hooked in to the E. ward of it in the bight, and when farther in, you will have deep water on both sides, and so you must stand mostly by judgment, and not less than 11 fath. to the said shore, but observe the draught for more particular directions.

Directions for York River.

Bring *Cape Henry* any where between the S. by E. and SE. for when *Cape Henry* bears south by east, you are on the tide of the middle, and the cape bears SE. you are on the shoaling of the *Horshoe*, the *Horshoe* has very good shoalings all the north-side, keep in NNW. or NW. by N. till you have *Cape Charles* E. by N. then you may bear away NW. or NW. by W. as you have the wind and tide. Observe, the tide of ebb sets strong out of *Cheesapeake* bay over the *Horshoe*, so that if the winds are N. erly, come no nearer the *Horshoe* than 5 or 6 fathom, if you can help it; when you have *New Point Comfort* N. and *Black River* point S. by W. then you are a-breast of the tail of *York Spit*, in three fathom; and when you are a little above *Long Isle*, come no nearer the main than 7 fathom, till you come to enter the river about the marsh, keep in 9 or 10 fathom, and run up and anchor between *York* and *Gloucester* in what depth you please; in turning up, stand to the *Horshoe* in 4 and a half or 5 fathom, and off into 7 or 6 and a half, till you are a-breast of the entrance of *New Pocofon*, where you will have a gut of 7 fathom, run close to the entrance thereof; be very careful not to be caught in with the tail that comes from *Toes Marsh*; when up here, come no nearer than 7 fathom, and 6 and a half all the way up to *York*; nor to the other side, than 10 or 11, when a-breast of the small isles on *York Spit*; the tail of the *Spit* has but 7 fathom close to it, and about the middle 10 fathom close to it, and abreast of the islands you have 13 fathom, and a shore when entered the river; come no nearer the bank than 8 or 9 fathom; the bank is about one third of the river over from the north shore; observe the draught for more soundings.

Directions for going into Patuxen River.

If you come down the bay to the river *Patuxen*, give *Cow point* a good birth, till you have opened the river; then run right up to *Drum-point*, which is without *Coopers Creek*; and if you go up higher, give a birth to *Alkrom's* point.

If you come up the bay for *Patuxen* river, you must give a good birth to the south shore; and when above *Cedar* point, the south side of the river is shoal as high as *Lord Baltimore's* bay; keep as nigh as you can in the middle of the river, only giving a birth for the points.

In coming up or down the bay, come no nearer than 4 and a half on the eastern shore, and on the western than 5 or 6 fath.

About 3 leagues to the northward of *Great Wichocomoca* lies *Little Wichocomoca*, which makes the south point of *Potowmack* river, there is a small island near the shore called *Smith's* island, from whence shoots a dangerous spit of sand, about 4 or 5 miles east into the bay, which is but 2 fathom water, and less; and at the east end thereof 10 or 11 fathom, steep to the sand.

For the mark of this dangerous shore, Note, there is *Colonel Smith's* house on the shore, within the aforesaid island, with a white chimney among the trees; bring the chimney open to the northward of the island, and when that chimney bears West from you, is the shoalest of the sand; and when to the West by North or West by South, are off that shoal, if you steer North or South this shore is the most dangerous, because of several broken islands that lie to the Eastward of it, in the midst of the bay, from which lie off several flats and spits of sand; about 3 fath. or 3 or 4 miles off, and steep to 10 or 12 fathom.

These islands are low lands, with several hommocks of trees the eastermost of which is called *Tangere Island*, which lies thwart of *Wichocomoca*, a flat spit of sand lying from it, spitting to the Southward off, near as far as *Rapabanack*, where is 5 or 6 fath. but within 3 or 4 miles of the said island in 3 fathoms; on the east side of this island is the island of *Pakomeak*, *Anhamesex*, and *Non-tecoke*.

The land of this island is long and broad, and divided into spits: for as the East end has a spit about 3 leagues long to the E. ward, and about two leagues broad; so on the SW. side of this island, which appears like a point of bluff trees and spits off a long shoal to the South West, on which is but 3 fath. about 4 miles off. There is deep water of 6 or 7 fath. between these two spits and soft ground; so that such as sail by course up the bay by night for fear of *Wichocomoca* point, should steer more to the Eastward than ordinary, lest they fall between these two spits; and be at a loss; where you find suddenly but 3 fath. and the like depth to the eastward or westward of these points or spits; and such broken ground lies along West of these broken islands, where, about, 3 or 4 miles off, is 3 or 4 fathom, and from these you shall deepen suddenly to 12 or 14 fathom, and in some places 20 fath. near these shoals; but the best of the channel is 12, 10, 9, 8, fath. soft ground. A North course as aforesaid from the cape, with hommocks bearing south will carry you clear between the islands and the shoals of *Wichocomoca* point.

That point is the S. side of *Potowmack*, and separates *Virginia* and *Maryland*, on which South side are several shoals, in the mouth of *Potowmack*; from the said point over the point *Lookout* is about 7 leagues; where, to shun those shoals, steer up to *Potowmack* river, or up the bay *Maryland*. From *Wichocomoca* point you must steer N. by W. or NNW. for point *Lookout* where also is a shoal; and if you would sail up for *St. Mary's*, you must shun several shoals that are on the N. side, within point *Lookout*; but from point *Lookout* up the bay, about 3 leagues to the Northward, is *St. Jerome's* point, off which is a shoal, 4 miles off the shore; and 4 leagues more to the Northward, is *Cedar* point, being low sandy ground, with straggling trees, lying on the South entrance of *Patuxen* river, from which is a spit, and is all flat within the point; on the North side of the said river are high hills called the *Cliffs*, with trees on them; and from that shore lies a long flat, but good soundings on both sides the channel, soft ground, 7 or 8 fathom water. More inwardly is *Rowbey's* point, on the south side, and *Drum* point on the north side of *Low Sand*. Ships may anchor without these points, or sail farther into the river: always observing for a general rule, that where a point of land is, and especially low grounds, there lies off a spit of sand and shoal.

From *Cape Henry* to *Hatteras* the course is South about 40 leagues. *Cape Hatteras* lies in the lat. of 35d. 5m. but in sailing between *Cape Henry* and *Cape Hatteras*, you may steer S. by E. and SSE. to go clear of a bank sand that lies off *Cape Hatteras*, about 20 miles, on which is a shoal of water; in steering of which course you will find 15 and 20 fath. water. Between these capes are several rivers and openings, of which I can give no account. From *Cape Hatteras* the coast lies SW. by W. to *Cape Fear* about 15 leagues; between these two places also are several islands, and rivers, but they have not been thoroughly discovered, therefore I can give no account of them. *Cape Fear* is a low sandy point, south of which spits off a sand 20 miles from the shore, being narrow. From *Cape Fear* the coast lies along as before, SW. by W. to *Cape Catrid* about 15 leagues; between them are good soundings. From *Cape Catrid* to *Cooper's* and *Ashly* river, the course is SW. about 12 leagues, good sounding between them.

Instructions for Ashly River in Carolina.

Ashly river lies exactly in the latitude of 32d. 45m. and to the westward of the *Lizard* about 1100 leagues. When you come within 60, 50, or 40 leagues off the shore in this latitude, you will find a strong current set NE.

About 25 leagues from the land you will have ground in 20 fathom, then you are out of the said current; for as soon as you strike ground, you may depend upon the simple motion of the ship for the true motion.

Keep as near as possible in lat. 32d. 45m. and run in bold till you come in 6 fathom without the bar, and there bring the ship to anchor, where is clean and good holding ground.

For sailing in.

There is upon the bar 18 feet at high water, and 11 at low water, and after you are over the bar, you have 3, 4, 5 and 6 fathom. It ebbs at the bar an hour and a half before it ebbs at the *Oyster* point; the best going in is at an hour and a half before high water. In sailing in, you must keep the sea-break close on board, but come no nearer than 7 or 6 fathom, for it is very steep too,

too, for you may have 5 or 7 fathoms, and the next east a-shore; then must you mind *Coming's* point to give it a good birth. You will see an old dry tree upon *Silevanti's* island, which you must steer with, and that will carry you clear of *Coming's* point; then you will have 4, 5, 6, to 10 fathoms; you may then run up to *Oyster* point, and anchor before the town in 5 fathoms.

In going out.

When *Palmetto* point on your starboard-side is about 2 cables length from you, you will have 6 and a half fathom water; and when *Palmetto* point and shoal point are both in one, bearing S. by W. then you have half less 7; also, when the *Old Woman's* point on the larboard side is NE. and the trees of *Silevanti's* island ESE. distant a mile and a half, and *Palmetto* trees, and the *Folly* trees is one, 4 cables length from the shore, then have 7 fathoms at half flood. *Silevanti's* island east by south, distant one mile. *Palmetto* trees SW. being 3 cables length from the flat shoal of the shore 5 fath. *Palmetto* trees and *Bird* point in one, S. by W. half a mile off the shore, depth 5 fath. and a half. The trees upon *Silevanti's* island E. half S. distant half a mile, depth 4 fathom and a half, *Pine* distant from the shore 2 miles, a foot less 5 fathom. At the same time *Coming's* point S. by W. half west one mile, *Silevanti* distant N. one mile and a quarter. *Coming's* point S. by W. half W. 1 mile, depth a foot less 5 fathom. *Stone* point W. by S. half S. the swash on the *Folly* creek, and the high trees up in the country NW. half W. then have you 6 fathom. You have 13 fathom 27 miles off *Ashby* river. Upon the coast of *Carolina* there is a current that sets to the NE. 26 miles in 24 hours, and in the lat. 51 deg. 35 min. 9 deg. distant from the main, the current sets to the Sward 20 miles in 24 hours, which continues till you come to about 260 leagues off, then it sets again to the NE. ward from the *Carnavara* to *C. Hatteras*; it shoals gradually along the coast at 17 leag. distant, there being 7 fathom, deepening gradually to 20 fathom, 16 or 18 leagues from the main. Variation 3 deg. westerly.

Directions for Port Royal Harbour in Carolina.

When you have got the length of 32 deg. 6 min north on this coast, steer due west for *St. Michael's-Head*, which is in the latitude 32 degrees 6 minutes, and when you come within 15 leagues of the head, you will find 20 or 25 fathom water; keep your west course till you make the land, which if it be clear weather, you will make about 6 leagues off in 12 fathom; steer as before, keeping your lead in 4 or 5 fathom, at which time you will be about a league and a half off *St. Michael's-head*; then keep your lead round about the shoal as in the draught prescribed, till you see the great Breaker, called *Cole's Care*, close by which you have four fathom water; it is bold: this must be left on the starboard side. A little to the southward is another breaker, called *Martin's Industry*; between these two is the channel into *Port-Royal* harbour, which channel is a large mile wide, and not less than 4 fathom at low water;

steering W. or W. by N. between these two breakers, till you bring *Philip's* point to bear NNW. then steer right with it, and you will find 9, 8, 7, 6 fathom water; when you are abreast of it, give a small birth, and keep up north by west, half west in 6, 6, 5, 5, 5 fathoms, where you may anchor in a very good and safe harbour, as by the draught will more plainly appear.

For a leading Mark.

As you keep along the shoal called *Cole's Care*, and are up with the north breaker, you will spy a parcel of high trees, appearing like an island, lying at the mouth of the entrance of the river *May*; these trees being kept just open with *Elizabeth* point, will carry you clear off the north shoal.

There is also a south channel, where you may go in and out with small vessels, there being no less than 10 feet at tide.

It is always observed on this coast, that the wind from the NE. to the SE. causes a higher tide than ordinary, and alters something of the course of it. It flows at full and change south east by east, and NW. by W. The tide of flood sets strongly to the southward, and the ebb to the northward 6 leagues off in 12 fathom water, but further off no tide at all; near the harbour there is a strong indraught with the flood, and out-set with the ebb; an out wind raises a great sea.

The southermost part of this harbour is called *Hilton's-head*, being a higher bluff point than any along the shore, SE. and NW. about 3 and a half leag. off, where is a spot of shoal water, I was on it in 3 and a half fathom, I cannot tell whether there is less or no, opportunity would not permit me to search.

Of the strong current running into the gulph of Florida, and the cause thereof.

In the gulph of *Florida* runs an extraordinary strong current, always setting to the northward. This stream, or current, is occasioned by the north east winds, which there always blow, not altering till you come as far as the *Canaries* or *Salt Islands*, or thereabouts; from whence to the northward they begin to vary, and force the waters through the said gulph, which passes through between *Yucatan* and *Cuba*, whose force is resisted, and stops at the great turnings which the aforesaid shoals make; then taking their course along the coast of *Florida*, with great swiftness, endeavouring to pass through the narrow part of the channel *Babama*, in the ocean again.

If a ship happen to be hereabout, and find no wind to sail to the southward, there is no possibility of anchoring there; for the anchors will be torn out of the ground by the force of the extraordinary current which runs there.

Neither is it a usual passage to go to the southward, for which reason the *Spaniards* have chosen the *Canary* islands, the winds always serving to go to the southward or westward.

Here we leave describing the north coast, and begin with the south coast at the island of *Trinidad*, and so describe the *Caribbee* islands, and the coast to the westward, and meet again at *Florida*.

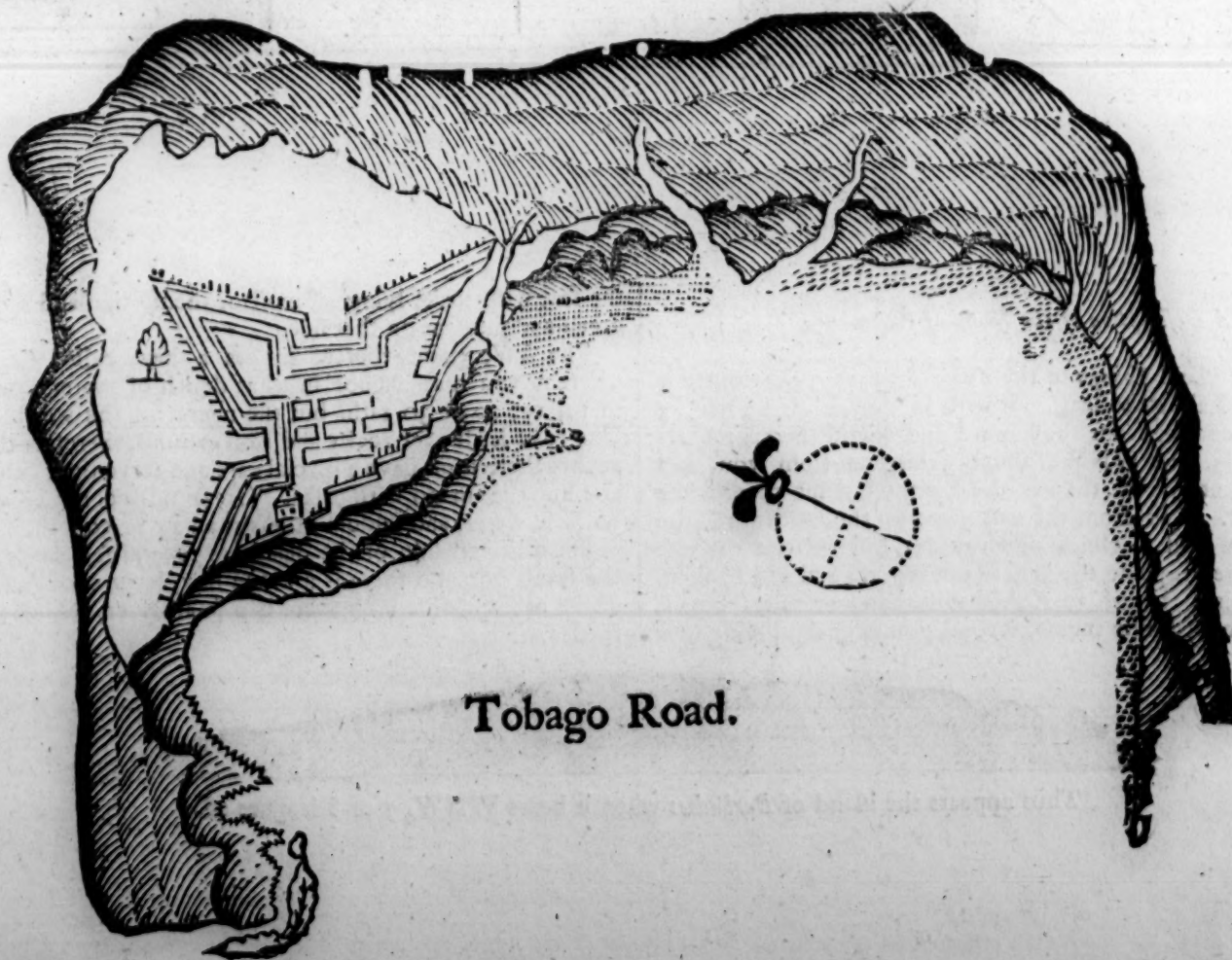
A Description of the Caribbee Islands, from the Islands Trinidad, to the Island Porto-Rico.

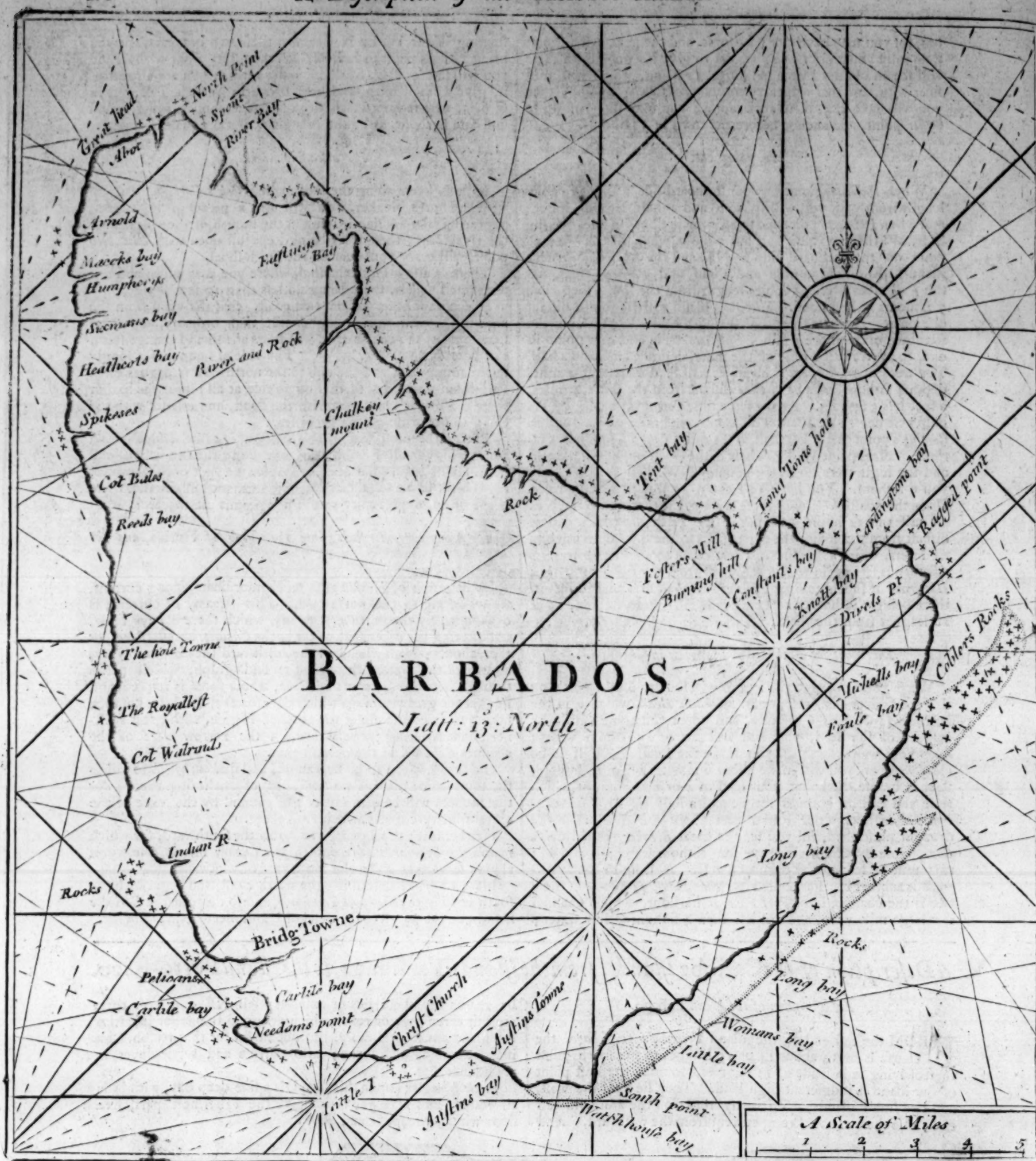
A Description of the Island Tobago.

FROM the east end of the island *Trinidad* to *Tobago*, the course is north about 14 or 15 leagues to the south point thereof lying in latitude of 11 degrees, 00 min. the east point of the island is indifferent high land. They lie near the west, and two small islands, with many rocks on the aforesaid east end; also there runs a strong current from the westward. And

by reason the island lies or extends itself NE. and SW. there are but three bays or roads, which are good to anchor in, altho' the island has several more, but not useful for that reason. This island abounds with swine; also parrots and turtle-doves in abundance, &c.

Little Hog Bay (upon this island) is a fine deep bay, with hills all round, and very good riding to the eastermost part, free from winds, except S. and SSW.





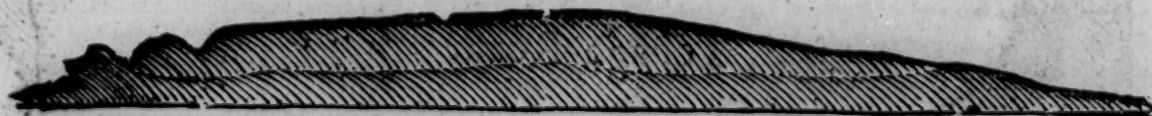
A Description of the Island of Barbadoes.

From the island *Tobago* to the island *Barbadoes*, the course is north by east about 40 leag. It lieth in the lat. of 13 deg. 5 min. when coming from the E. ward and N. end thereof, bearing W. by N. and WNW. about 5 leagues from you, and the SW. point WSW. then is the E. ermost point thereof the highest land. And from the east point to the southward, the land is even and declines downwards; but betwixt the east point and the N. point, the land is uneven, ragged and broken. This island is in length 30 *English* miles, and 12 miles broad, having on the east side thereof several points of land lying into

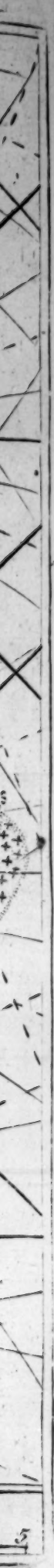
the sea, with rocks lying off most of them, the land appearing green and pleasant on that side.

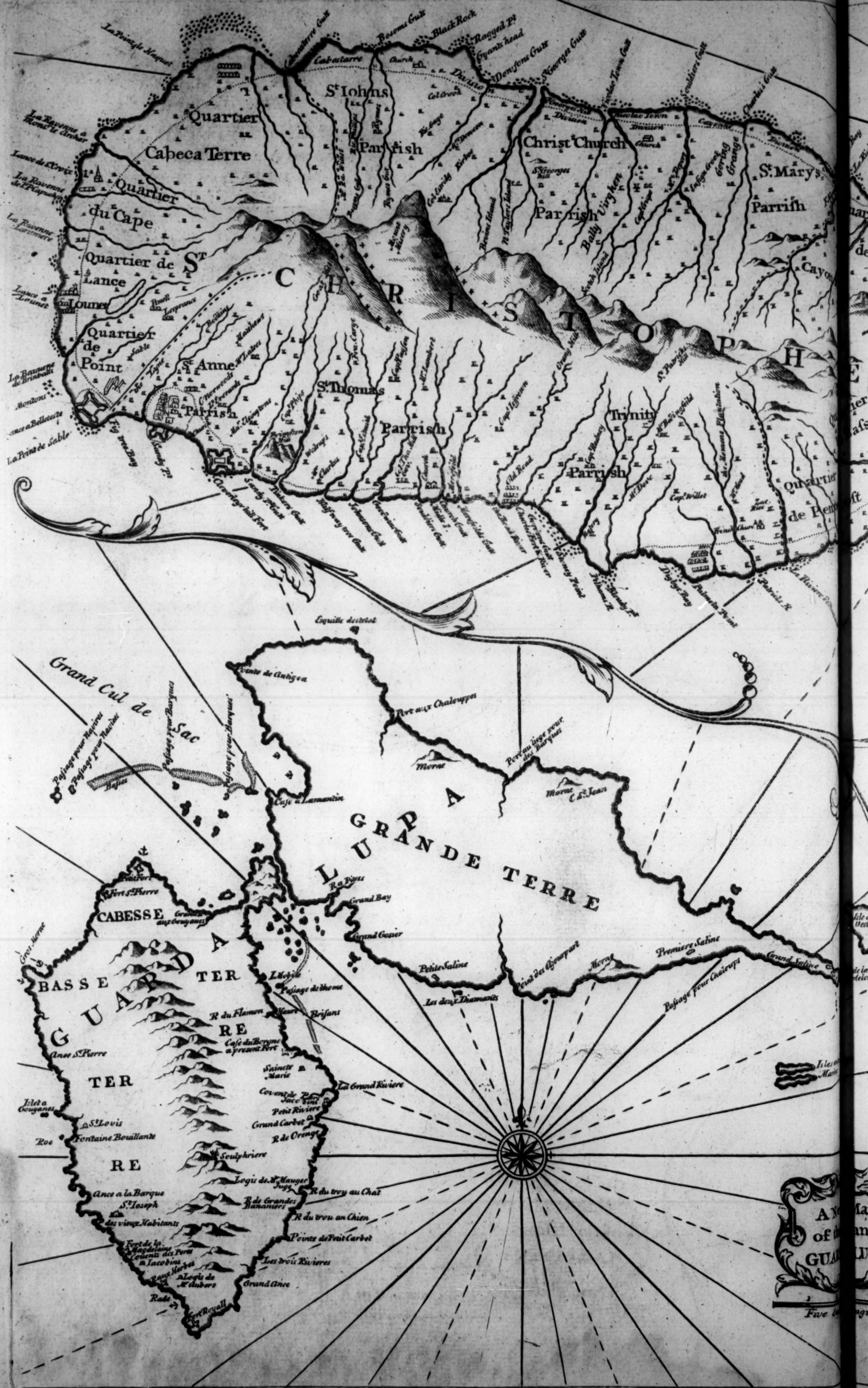
The SW. point thereof makes a bay, called *Carlisle* bay wherein you may anchor in what depth of water you please, in 12, 15, 20 or 30 fath. but the nearer in the worst ground. The road is all over rocky and foul ground, therefore those that anchor there must have a special care and serve their cables well, and buoy them up with casks. Great ships commonly ride in 30 fath. water, and seldom in less than 25 or 30 fath.

On this west side of the island are several fair roads, and on the south side also there is a brave bay, large enough for abundance of ships, in which there is a small river, which runs into the sea.



Thus appears the island of *Barbadoes* when it bears WNW. 7 or 8 leagues off.



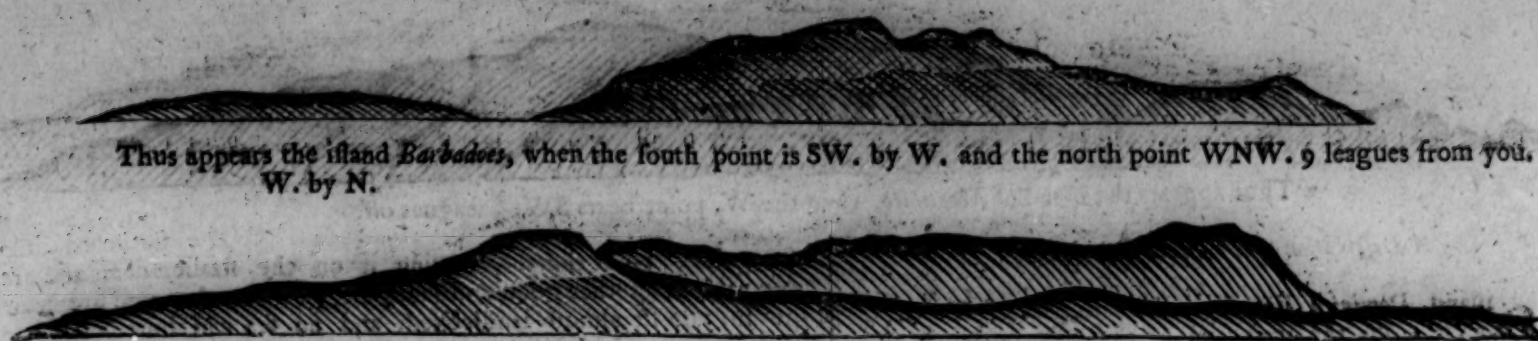


A New Mapp
of the Island of
ST CHRISTOPHERS
being an Actuell Survey taken
by M^r Andrew Norwood
Survey^r Gen^{ll}

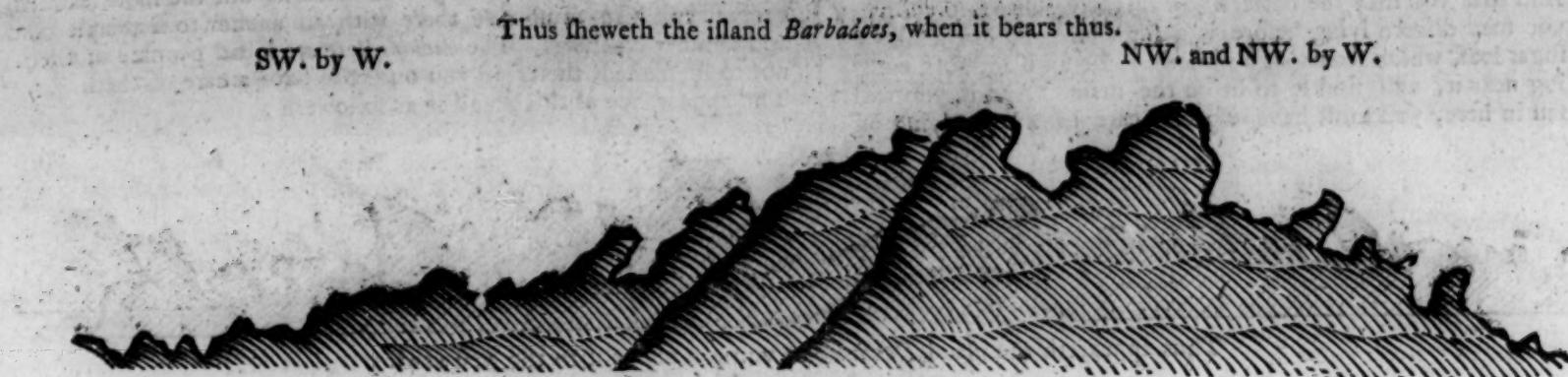
*Sold by W Mount & T Page
on Tower hill London*

A Scale of English Miles





Thus appears the island *Barbadoes*, when the south point is SW. by W. and the north point WNW. 9 leagues from you. W. by N.

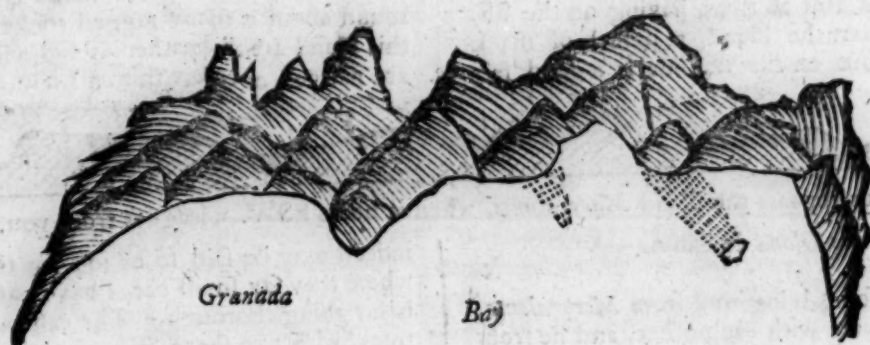


Thus sheweth the island *Barbadoes*, when it bears thus. SW. by W. NW. and NW. by W.

A Description of the Island of Granada.

The south end of this island is in the latitude of 11 degrees, 45 minutes, the land stretching to the south side east and west nearest about five leagues; the east side of the island is low land, on the west side of the island is a low point, almost even with the water, which seems at a great distance like 3 islands.

The middle of the island is the highest land, which is craggy and broken; and about a league off, eastward, lies a shoal, but there is water enough thereon for reasonable ships; and on the S. side there are 2 small islands, with a rock between them; and off the NE. point are two other small islands, to which in summer-time, great store of tortoise, and the creature called a sea-cow, resort, which affords great refreshment.



Granada Bay

A Description of the Island Granadillo.

From the east point of *Granada* to the Island of *Granadillo*, it is due north seven or eight leagues. This is a very crooked ragged island, having round about it many other small islands, and therefore dangerous to come near in the night. Of these small islands, one called *Coetza*, being a low withered barren island; another *Cubagua*, from hence heretofore were brought abundance of pearl.

A Description of the Island Bequia.

From the *Granadillos* to the island *Bequia*, the course is north. It is here called the island *Bequia*, but many rather be said to be the Islands *Cequia*, for there are many of them, of which this is the principal; the other small ones lying to the southward of this, all in a row, and reaching near to the *Granadillos*. These islands are fair, near which you may stand boldly to, without danger, having neither rocks nor dangers adjoining thereto, that you need fear. On the WNW. side of the island *Bequia*, which is the northernmost of them, is a great bay, where you may make good road if occasion serve.

A Description of the Island of St. Vincent.

The island *St. Vincent* lies in the latitude of *Barbadoes*, or somewhat to the northward of it; and from the island *St. Lucia* it lies south. On the west side of the island there are several good bays, and on the SW. side you may make good anchoring, as near or as far off as you please; yet the best bay on the island is said to be the bay of *St. Anthony*. There are others as *Crack-bay*, *Cawyne-bay*, and *Trumpeter's-bay*, having all of them fresh water rivers running into them, and very good anchoring ground.

There is but few beasts on this island, and it is said, that the inhabitants go naked, and are in growth not very big, being a slow and lazy people, taking care for nothing but their food. The appearance of the bay is as follows.



Bay of St. Anthony.

A Description of the Island St. Lucia.

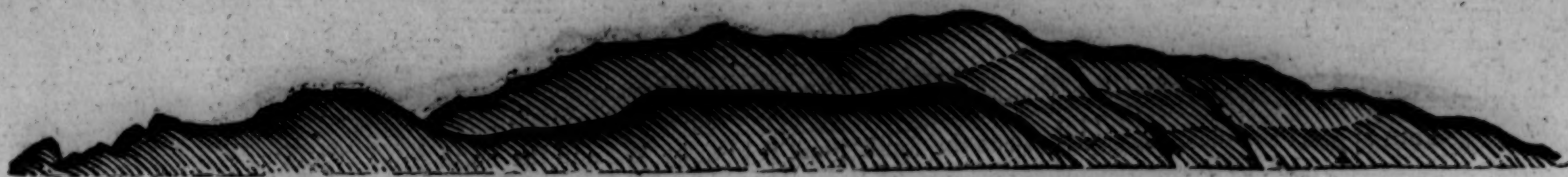
The island *St. Lucia* lies from *St. Vincent* north, somewhat easterly, and is in shape and appearance like an egg, ovalwise, having on the south side neither bay nor road, but an even shore and fair coast. And on the SE. point are 2 little islands, and towards the SW. off the point are two small islands, called the *Sugar Loaves*; and on the west side is a fine bay, called *Round-bay*, where is good road, and the better because it is to leeward of the island, which is well furnished with trees round about.

A Description of the Island Martinico.

From *St. Lucia* to the island *Martinico*, the course is about N. by E. This is an island full of hills, and about the midst of the island are three very high ones, the tallest of which has an appearance like the crown of a hat, and may be plainly seen on what side soever of the island you come. On the SE. side are several broken ragged islands; and on the N. side are 3 small islands, one of which is called *Tree Island*, full of trees, furnished with good fresh water, and a good landing place to fetch it. The island *Martinico* is fair on the SW. side and reaching with an arm of land seaward towards the W. forms a great bay; off the said point of land lies a small island, called the *Devil's Island*. This bay is so deep that when you are in the bottom of it you cannot see the sea, having several other bays therein, one whereof is called the *Governor's Bay*, &c.

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Thus

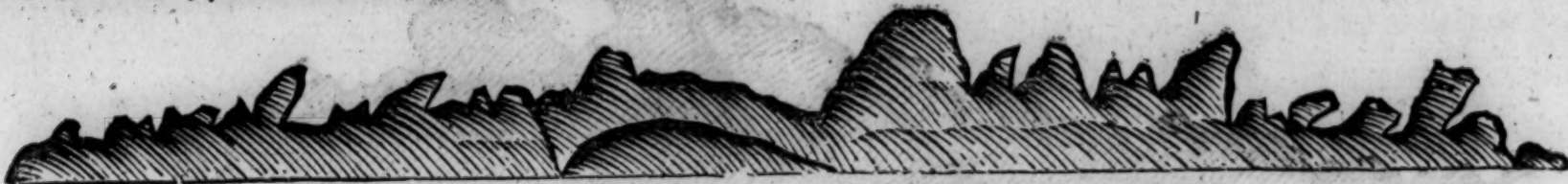


Thus appears the island of *Martinico*, when the W. point bears SW. 3 leagues off.

A Description of the Island Dominica.

The island *Dominica* lies from the east part of *Martinico*, NW. nearest. To the westward of the SE. point of this island there is a good road, and convenient to clean ships in: And that you may the better know this bay, when sailing by it, you may discern lying before it a high hill, in shape like a sugar loaf, which seems at a distance to be an island, but coming near it, will find it to be on the main. And if you will sail in here, you must have especial care of a ledge lying off

from the S. point thereof, leaving it on the starboard side. Near this is another good and sandy bay, where, when you are got in, you lie almost landlocked, and no sea can hurt you. And if you would sail up to the village (where there is good fresh water, and place convenient to fetch it, but the shore is very steep) you must ride there with an anchor to seaward, and another on shore. The *Indians* here are a bad people, and not to be trusted, therefore you ought to have a care of them. The appearance of this island is as followeth:



Thus appeareth the island *Dominica* as you run about it to the westward.



Thus appears the island *Dominica* as you sail to the southward of it, the hill marked A bearing NNW. about 2 leagues from you, and to the westward of the said hill A, is the bay where the ships lie, and by which you may go in.

A Description of the Island Marygalante.

The island *Marygalante* is full of trees, having on the SE. side, about half a league from the island, a parcel of black rocks lying in the water, but on the W. side is a good fair

white shore, having in many places very good anchor ground. At the NE. point of the island is a small island, which has round about it many ragged rocks and cliffs. The people in this island are an heathenish and wild people, but whether they are natives, or resort thither from other islands, is not known.



Thus appears the island *Marygalante*, when it bears SSW. 5 leagues from you.

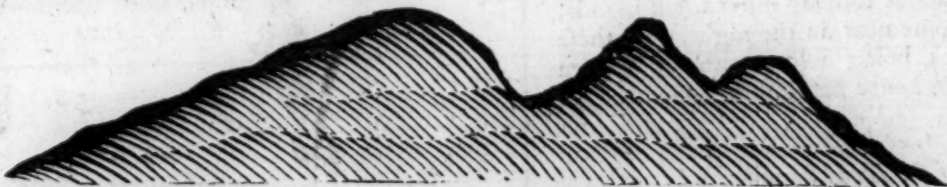
A Description of the Island de Santos.

The islands *de Santos* are four, lying west from *Marygalante*, and stand almost in a true square with each other, and lie from the island *Guadalupa*, to wit, from the south point thereof E. by N. Between these islands is a good road, where ships commonly lay in the bad weather time of the year.

A Description of the Island Guadalupa.

This island, at its first appearance, seems to be two, which

indeed may be said to be so; for there is a small passage there where they say small barks have passed, but with a ship there is no going thorough. The east point of the island is full of trees, with two sharp cliffs upon it; the middle of the island is highest, and called by the *Spaniards* *Alta Guadalupa*; you may sail between this and the island *de Santos*. These islands reach NW. and SE. nearest, having on the S. side good anchoring ground, but deep water. This island affords good water, the place to fetch it is on the west side. There are also store of wild hogs, and abundance of banna-trees; the appearance is as follows.



Thus appears the island *Guadalupa*, when it bears WSW. about eleven leagues from you.



Thus appears the island *Guadalupa* from the South point thereof SW. by W. five leagues from you.

A Description of the island Deseada.

The island *Deseada* lies ENE. and WSW. having no trees upon it, and is proportioned like a galley; the NE. end thereof appears like a head or prow of a galley; but

coming near, and passing by the N. end of it, you perceive white broken patches, like heaps of sand, with red streaks in them. The SW. end thereof appears like a tilt of a gallery. It lies in the latitude of 16 degrees, 20 minutes, and appears in these several forms.



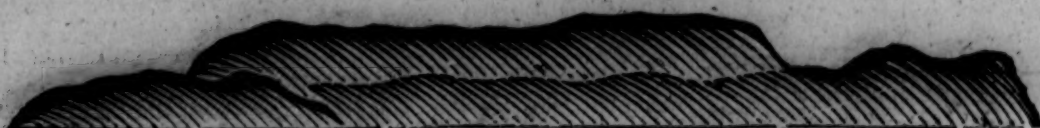
Thus appears *Deseada*, when it bears NW. by W. six or seven leagues off.



Thus appears *Deseada*, bearing SSW. six leagues off.



Thus appears *Deseada*, bearing SSE. seven leagues off.



Thus appears *Defeada*, bearing S. 6 leagues off.



Thus appears *Defeada* bearing W. by S. 5 leagues off.



Thus appears *Defeada* being SW. by S. 3 or 4 leagues from you.

A Description of the Island Aves.

The island *Aves* lies from the island *de Santos* W. by S. This is a low flat island, without trees, having a bank of sand lying almost round it, and therefore dangerous to come

near; therefore, if bound to leeward, you must have a special care, and in shaping your course (have been here informed how it bears from the island *Aves*, or from the S. point of *Guadalupa*) to avoid the same.



Thus appears the S. side of the island *Aves*, when the middle bears N. by W. 4 miles off.

A Description of the Island Mountferatto.

Mountferatto is a round high island, full of trees, upon the East side thereof you perceive certain white spots, like sheets, and being upon the South-side of the very point of the island

somewhat off the land, it appears like a little island; and sailing either East or West from that point, in the midst thereof, will appear a great broken island; and when you are SE. from it, appears like a mizen-fail.



Thus appears the island *Mountferatto*, when it bears E. by S. from you.



Thus appears *Mountferatto* SW. by W. ten leagues from you.

A Description of the island Redonde.

The island *Redonde* bears about W. by N. and WNW. from the island *Mountferatto*; it is a little round island, and high in the middle like a haycock, and appears as this figure.



Thus it appears, when it bears N. by E. about three or four leagues from you.

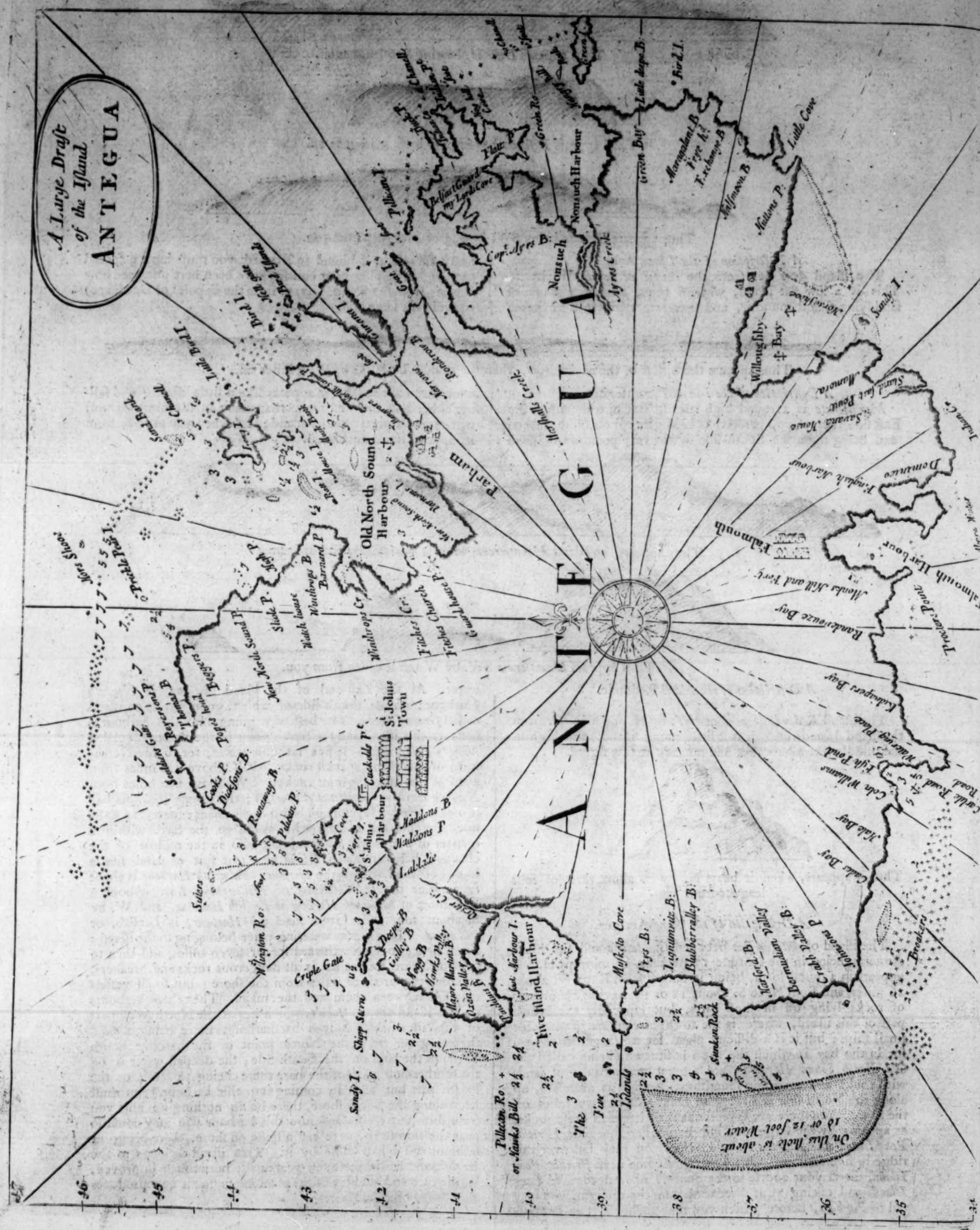
A Description of the island Antigua.

The island of *Antigua* lies between *Guadalupa* and the island *Bermuda*, being in the latitude 17 degrees, 25 minutes N. It appears in a round form, being in length from E. to W. about 16 miles, and from N. to S. about 12 or 13, having abundance of rocks lying off in most parts, but especially the North part of this island, where is the town of *Parham*, a place for small ships; but it is a difficult place for a stranger to sail to, for in the bay in which the town is situated (being called the *Old North Sound Harbour*) are a great many banks of sand, with rocks and uncertain foundings, besides as aforesaid, all along the North side is a ridge of rocks, about two miles off the shore: Yet there are several channels between these rocks, as appears by the large draught hereunder annexed. *Prickle Pear Island* and *Beggars Point* in one, you may sail over this ridge in five fathoms, and when you come near *Prickle Pear Island*, direct your course to the South Eastward, towards *Long Island*, and taking your directions from the draught, you may sail to *Parham*, before which you may anchor in two fathoms

water. At the East-end of the island *Antigua*, is *Nonsuch Harbour*; on the South-side of which, going in, is an island called *Green Island*. The best way going into this harbour is between this island and the South point of the harbour, (called *Hungry Hill*) where is five fathoms water, for to the Northward of this island it is all rocky. SW. above five miles from ward of this island it is all rocky. SW. above five miles from *Nonsuch Harbour* lie *Willoughby's Bay*; the going into this bay is on the West-side, close on board *Sandy Island*; for on the East-side stretches off a sand with rocks to the SW. within a quarter of a mile of *Sandy Island*; also in the middle of the channel, between *Sandy Island* and this spit of land lies a knowl of sand, called the *Horshee*; *Falmouth Harbour* is about four miles to the Westward of *Willoughby's Bay*. About a mile short of *Falmouth Harbour* is *English Harbour*, and W. by S. about four miles from *Falmouth Harbour*, is *Carlisle*, or *Old Road*. This is the watering-place belonging to the island: From hence to the Northward six or seven miles, and then to the northward four miles, is all dangerous rocks and breakers, reaching two or three miles from the shore; but small vessels may sail between them and the main. The chief harbours on this island are *St. John's*, which lies at the North West part of this island. This is a bar-harbour, there being a sand stretching off from the North point of the harbour South West, to the land on the South side; the deepest water is on the southermost part of the bar, there being 14 feet; on the North part but 12. In coming into this harbour, you must keep along the South shore, there being nothing to hurt you from ship-stern; all along into this harbour you may come so near the ship-stern, as to cast a stone on shore, there being 11 fathoms and a half close by it. This island belongs to the *English*, and has in these few years past, been much improved, by the care and industry of the planters, so that it now produces abundance of sugar.



Thus appears *Antigua*, bearing WNW. nine leagues off.



A Description of the Island Bermuda.

This island *Bermuda* lies north from the island *Antigua*, being a low flat island; and off the SW. point there is a shoal, a long way off; and off the NNW. point lies another shoal or spit of sand, a great way off into the sea; and on the W. side is a good road, where you may ride in 9, 12 or 14 fathom water.

A Description of the Island Nevis.

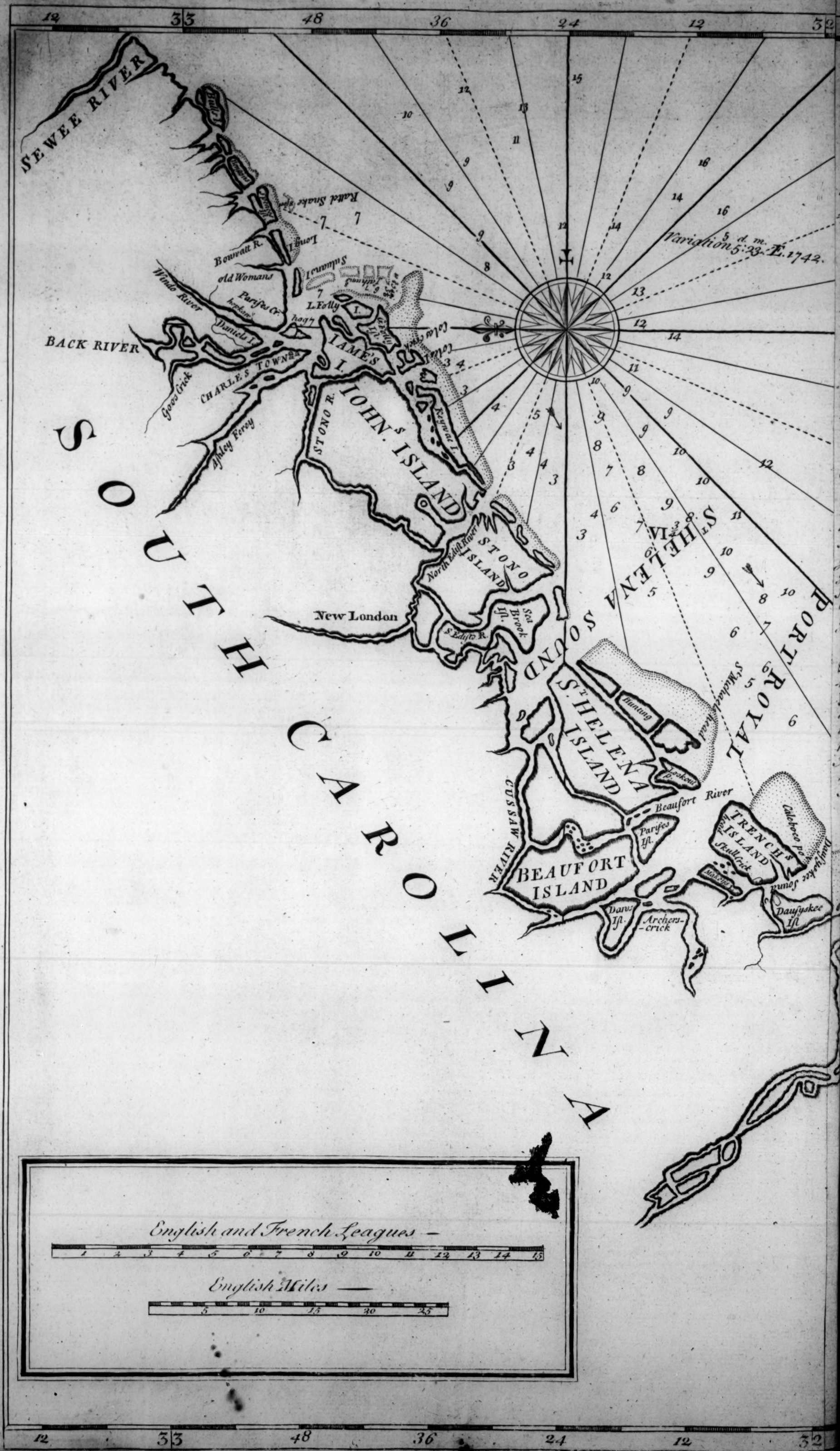
The island *Nevis* reaches NNE. and SSW. nearest, and is about three leagues in length; the easternmost part of the island

appears full of trees, and when you come south and north thwart of it, in the middle of the high land, with a fiddle; on the SW. side it is full of rocks and shoals, and when you are off the island north from it, you will see a fair plain shore, on which stand many withered trees, and near the same are many green trees; by these last is very good fresh water, which runs from two brooks into the sea. The appearance of the island is as follows.

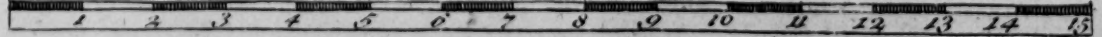
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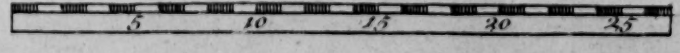
Call
Road



English and French Leagues -



English Miles -



Instructions for the Coast of South Carolina Georgia and the Coast of S^t Augustin

Town Bar lies in Lat. 32. 42 where for about Twenty miles you have 32 fathom Water. When you draw near y^e Tides flow E. by S. at full and Change, the floods set to the N. E. But if it blows fresh on either of these, you have but little Windward Tide, run in until you bring in Land W. or W. by N. 4 Leagues, there Anchor in seven water; you will see many Pilot Boats if the weather permits. Be not to fall into the N. of the Bar, except you are acquainted with the Shoal off Cape Romain; but if the Wind should come from you make the Land, you cannot get to the S. So that way is to fall in between Point Royal, which is a noted and the Coffin Land: All y^e Coast is low Land with Trees, and at full and Change on Charles Town Bar E. S. E. At Spring tides you have but 10 foot & 1/2 on y^e Bar; on high Water at Charles Town it flows S. E. full & Change, after you the Bar you have 3 fathom & 1/2, 4 & 5 fathom; there you may the Wind or Tide take you short. There is a Bank call'd the make 6 Miles E. of Sulvans Island, close to which you thom, & on it 8 foot it shows its self by the Breakers. Royal in Lat. 32. 12. The middle of the Sound steer for head until you come into 4 or 5 fathom Water, S^t Nicholas bear N. W. Steer in W. by N. until you come to the Sound & out Point will bear N. by N. and Anchor in 8 or 9 fathom flows on the Bar E. S. E.

To sail into Tybey lying in Lat. 31. 55. an Island at y^e Entrance of Savana River at the N. Point stands a Light house, but not made use of. y^e Entrance is a Sand with gravel Sound, & y^e Shoal at y^e flood is 3 fathom in with y^e Point or Light house. If you bring a Fall just to y^e Northward open with y^e Light house, steer in so as to give good Cable length, the Road is but narrow, Anchor in 4 fathom S. E. by E. 1/2 a mile. There is but 13 foot water a Cable length either to y^e Northward or Southward. So that it is not a fit place for y^e Sound. It flows on y^e flat Land full & Change E. S. E. & S. E. by E. Moor N. E. & S. W.

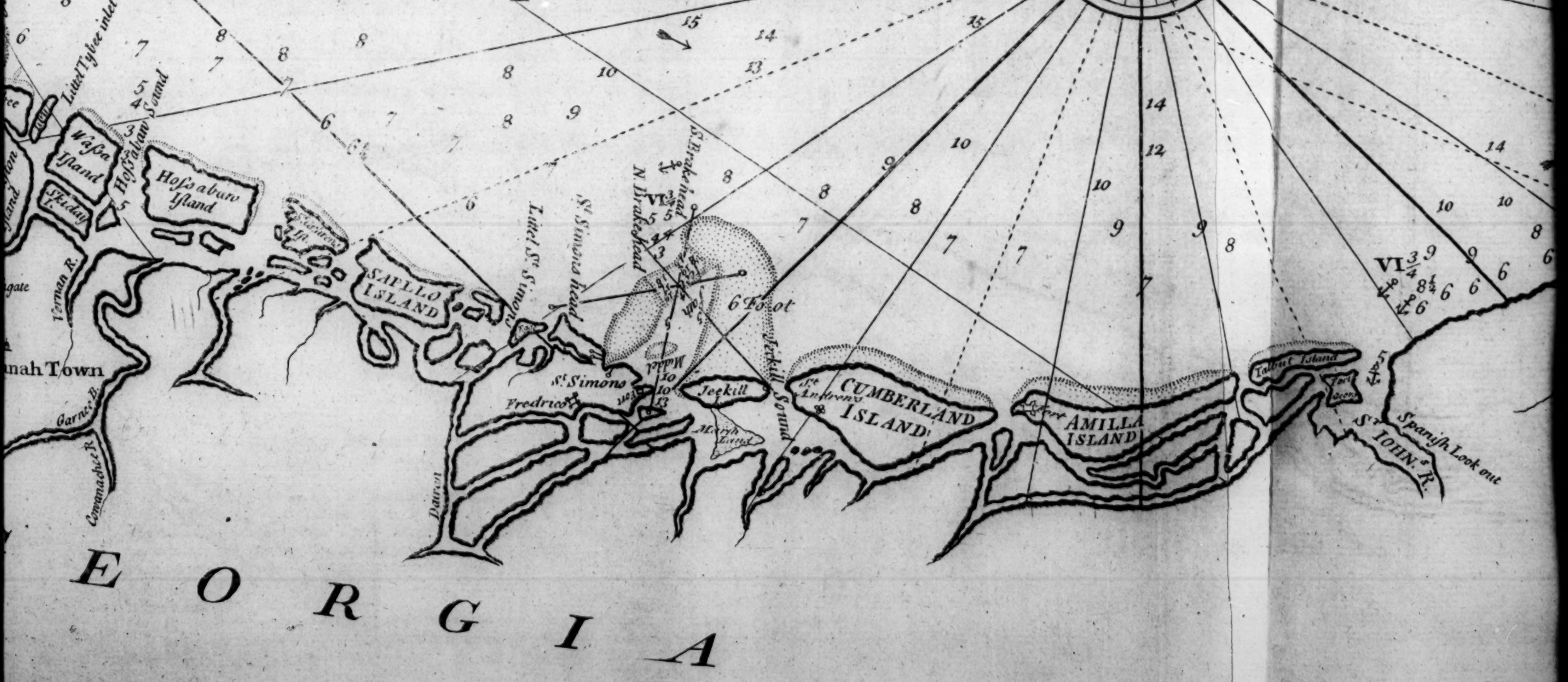
To sail into S^t Simon's lying in Lat. 31. 10. it lies 11 miles from S^t Simon's Fort which is on y^e S. end of y^e Island & shows its self white being a very remarkable d^e hereby to know y^e place. 1 Mile & 1/2 to y^e Southward of it is and very easy to be known for y^e Trees show at a distance like y^e Island & are therefore call'd Timber Islands. To sail over y^e Bar, it is lost without & within & on y^e Bar hard. Bring a large tree on the West land of y^e Sound, right in y^e middle between the y^e Jeckel's Island & S^t Simon's Island, & y^e Trees to y^e West the fort which stand together. Let them be just open to the y^e said, Fort & Steer W. until you are over y^e Bar then you will

have 10 foot water on y^e Bar at y^e flood. Come no nearer y^e N. Break than 1/2 Cable, you will have 17 foot: it is 17 foot: it is steep too. y^e Bar N. E. is 1/2 of a mile in length. From the N. Break head to y^e South Break head is S. E. by E. N. W. by W. when over y^e Bar you will have 4 and 5 fathom. When over y^e Bar, the marks are y^e South end of Jeckel I^s. S. W. 1/2 N. & the North point of S^t Simon's Island N. by N. and y^e round tree on y^e West land of y^e Sound you are on y^e pitch of y^e Bar, & when you come into 4 fathom 1/2 Steer W. by N. 1/2 N. with the leading mark. There is a middle Ground in y^e fair way, but not dangerous because there is always 3 foot water on it more than on y^e Bar. The marks for it are, bring 2 round Trees on S^t Simon's Island, open with a Creek and a single tree on y^e point of arid Cliff the n you are on y^e N. of y^e middle in a 1/2 4 fathom, then y^e Cliff N. 1/2 W. y^e Fort N. N. W. so run into y^e Sound give y^e Fort a Cable & 1/2 breadth & Anchor in 13 Fathom water, y^e Fort will bear E. by S. 1/2 of a mile. It flows in y^e Sound S. E. at full & Change & on y^e Bar E. S. E. & in y^e offen E. by S. being Islands full of Trees to S^t John's, & low Land where end y^e limits of Georgia

S^t John's lies in Lat. 30. 18. separated from Georgia by a River being situated on part of Florida. It is a Barred place, & not fit for large Ships there being but 10 foot & 1/2 at high water. Bring the point 6 or 7 miles; you may Anchor in clear ground in 7 fathom water. There is but very little Tide. The Current sets here as y^e Wind is. It flows on y^e Bar E. S. E. at full & Change.

From S^t John's y^e Coast lies S. E. to S^t Augustin 14 Leagues & being a bold Coast you may come within 1/2 a mile all y^e way along y^e Land & will have no less than 5 fathom water, all sandy. The Current sets as y^e wind is, when you get a breast of point Carteel then you open S^t Augustin Bay. When you have S^t Augustin's Bay open so that y^e Fort will bear N. by E. 8 miles, then you will have 7 fathom & 1/2 water: it is easy to be known, y^e Fort being white & large. To y^e E. of S^t Augustin is an Island close to Augustin about 22 miles in length call'd S^t Estaca on y^e North part of it stands a Look out in y^e form of a Light house which you may also see.

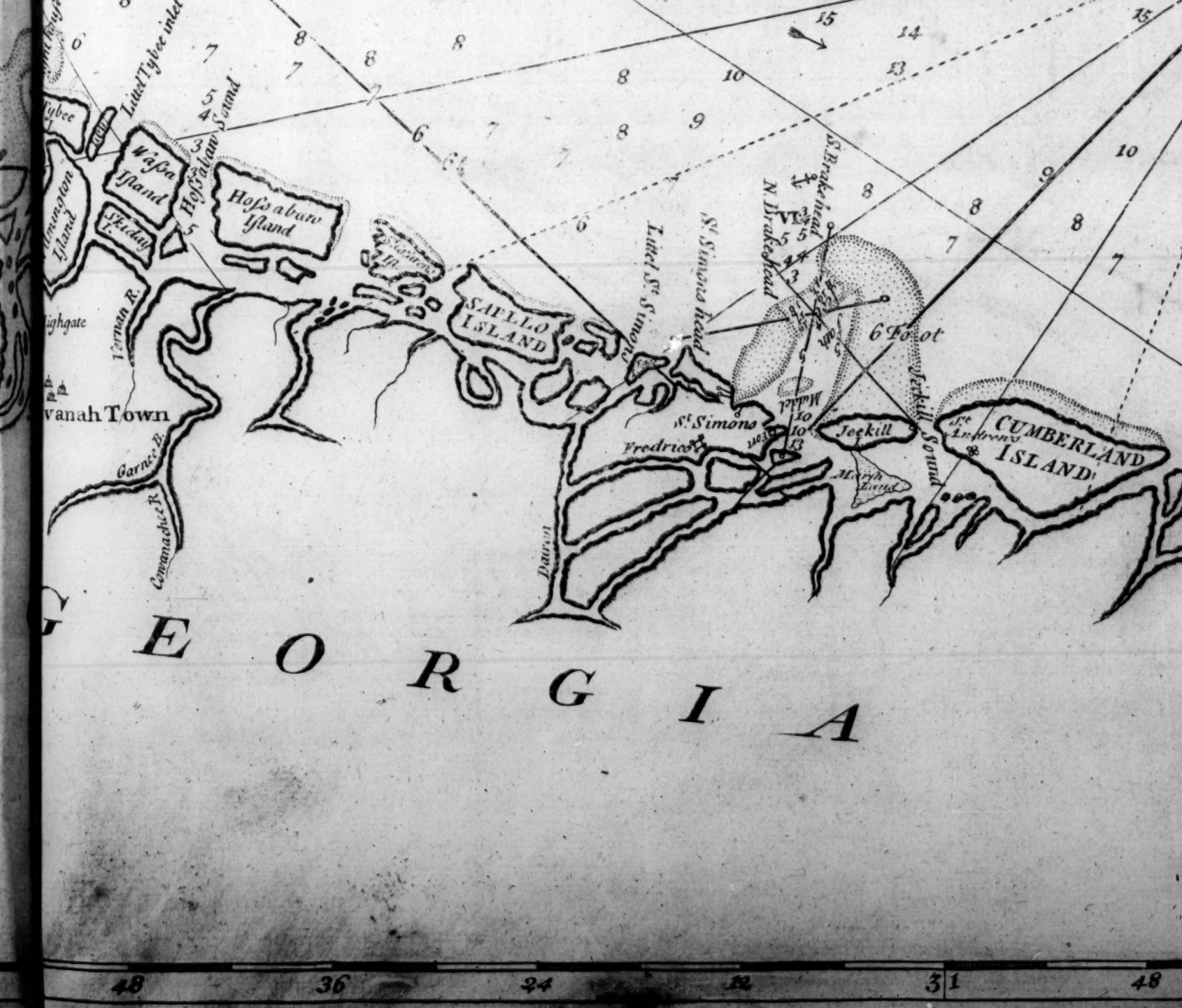
S^t Augustin lies in Lat. in 29. 45. It is a Barred harbour having 3 Sandy keys before it, y^e Bar lays to y^e Southward of y^e Keys, & has no more than 11 foot water on it at high water, Spring Tides. It flows on y^e Bar E. S. E. full & Change. There is a passage between point Carteel & those sandy keys to go in for small vessels of 6 or 7 foot draught. In y^e offen y^e Current sets as y^e Wind is, if to y^e Northward or Southward. It is deep all to the Southward of S^t Estaca, & at y^e S. end of S^t Estaca there is a passage to go in & out to & from S^t Augustin. On that Bar is 8 foot & 1/2 water. There is also a Look out on y^e South point in Lat. 29. 22. You may Anchor in 9 fathom water three Miles from it being bold all the way to Musketto in Lat. 29. 6.





Instructions for the Coast of South Carolina Georgia and the Coast of S^t. Au
Town Bar lies in Lat. 32. 42 where for about Twenty
leagues you have 32 fathom Water: When you draw near
the Tides flow E. by S. at full and Change, the floods set to
the W. and the Ebb to the N. E. But if it blows fresh on either of
those points, you have but little Windward Tide, run in until you bring
the Coffin Land W. or W. by N. 4. Leagues, there Anchor in seven
fathom water: you will see many Pilot Boats if the weather permits.
Be not so full not to fall into the N. of the Bar, except you are a qua-
ntity of Shallop off Cape Romain; but if the Wind should come
to S. after you made the Land, you cannot get to the S. so that
the way is to fall in between Point Royal, which is a noted
Land and the Coffin Land: All y^e Coast is low Land with Trees.
Flows at full and Change on Charles Town Bar E. S. E. At
low Spring tides you have but 10 foot & 2 on y^e Bar; on high Wa-
ter 11 Charles Town it flows S. E. full & change, after you
are in the Bar you have 3 fathom & 2, 4 & 5 fathom; there you may
Anchor if the Wind or Tide take you short. There is a Bank call'd the
Ratt Snake, 6 Miles E. of Sulvans Island, close to which you
have 10 fathom, & on it 8 foot it shows its self by the Breakers.
Port Royal in Lat. 32. 12. The middle of the Sound steer for
Hilthead until you come into 4 or 5 fathom Water, S^t. Nicholas
head bears N. W. Steer in W. by N. until you come to the Sound
look out Point will bear N. by W. and Anchor in 8 or 9 fathom
Water it flows on the Bar E. S. E.
To sail into Tybee lying in Lat. 31. 55:
Tybee is an Island at y^e Entrance of Savana River, at the N. Point
of it stands a light house, but not made use of. All y^e Entrance is a
large flat Sand with gravel Sound to y^e North is at y^e flood is 8 fathom
water from y^e N. Point or y^e light house 1/2. Land if you bring a Tall
single mast just to y^e North, open with y^e light house, steer in so as to give
y^e point a good cable length, the Road is but narrow. Anchor in 4 fathom
y^e light house E. by S. 2 miles. There is but 13 foot water a cable length
from either to y^e North or South, so that it is not a fit place for
large Ships. It flows on y^e flat Sand full & change E. S. E. & S. E. by E.
You may moor N. E. & S. W.
To sail into S^t. Simons lying in Lat. 31. 10.
The Bar lies 11 miles from S^t. Simons Fort which is on y^e S. end of
S^t. Simons Island & shows its self white being a very remarkable di-
rection where to know y^e place. 1 Mile & 1/2 to y^e Southward of it is
Jeck Island very easy to be known for y^e Trees show at a distance like
an umbrella & are therefore call'd Umbrella Trees. To sail over y^e Bar,
the ground is soft without & within & on y^e Bar hard. Bring a large
Tree on the West land of y^e Sound, right in y^e middle between the
N. Point of Jeck's Island & S^t. Simons Island, & y^e Trees to y^e West
ward of the fort which stand together. Let them be just open to the
Sound y^e y^e Sound, Fort & Steer W. until you are over y^e Bar, then you will

have 10 foot water on y^e Bar at y^e flood. Come no nearer y^e
than 1/2 cable, you will have 17 foot: it is 17 foot: it is steep too.
is 1/2 of a mile in length. From the N. Break head to y^e So-
head is S. E. by N. W. by W. when over y^e Bar you will have
fathom. When over y^e Bar the marks are y^e South end of
S^t. W. & the North point of S^t. Simons Island N. by N. an
tree on y^e West land of y^e Sound you are on y^e pitch of y^e h
you come into 4 fathom 1/2 Steer W. by N. 1/2 N. with the land
There is a middle ground in y^e fair way, but not dangerous
there is always 3 foot water on it more than on y^e Bar: To
for it are, bring 2 round Trees on S^t. Simons Island, open
Creek and a single tree on y^e point of a red Cliff then you a
of y^e middle in a 1/2 4 fathom, then y^e Cliff N. 1/2 W. y^e Fort N. S. A.
into y^e Sound give y^e Fort a cable & 1/2 breadth & Anchor in
water, y^e Fort will bear E. by S. 1/2 of a Mile. It flows in y^e S.
at full & Change & on y^e Bar E. S. E. & in y^e offen E. by S. be
full of Trees to S^t. Johns, & low Land where end of y^e limits
S^t. Johns lies in Lat. 30. 18. separated from Georgia
being situated on part of Florida Is a barr'd place, &
large Ships there being but 10 foot & 1/2 at high water: 13
point 6 or 7 miles; you may Anchor in clear ground in
water: Here is but very little Tide. The current sets here
is. It flows on y^e Bar E. S. E. at full & Change.
From S^t. Johns y^e Coast lies S. E. to S^t. Augustin 14 leagues
a bold Coast you may come within 1/2 a mile all y^e way along
will have no less than 5 fathom water, all sandy. The Cur-
y^e wind is, when you get a breast of point Carteel then you
gustin Bay. When you have S^t. Augustin's Bay open so that
bear N. by E. 3 miles, then you will have 7 fathom & 1/2 water: it
known y^e Fort being white & large. To y^e S. E. of S^t. Augustin
close to Augustin about 22 miles in length call'd S^t. Estaca
part of it stands a Look out in y^e form of a light house which
also see.
S^t. Augustin lies in Lat. in 29. 45. Is a barr'd harbor
sandy keys before it, y^e Bar lays to y^e Southward of y^e keys, &
than 10 foot water on it at high water, Spring Tides. It flows on
full & Change. There is a passage between point Carteel &
keys to go in for small vessels of 6 or 7 foot draught. In y^e of
sets as y^e Wind is, if to y^e Northward or Southward. It is deep at
Southward of S^t. Estaca, & at y^e S. end of S^t. Estaca there is a
sage to go in & out to & from S^t. Augustin. On that Bar
8 foot & 1/2 water. There is also a Look out on y^e South
point in Lat. 29. 22. You may Anchor in 9
fathom water three Miles from it being told all
the way to Musketto in Lat. 29. 6.



S. Augustin

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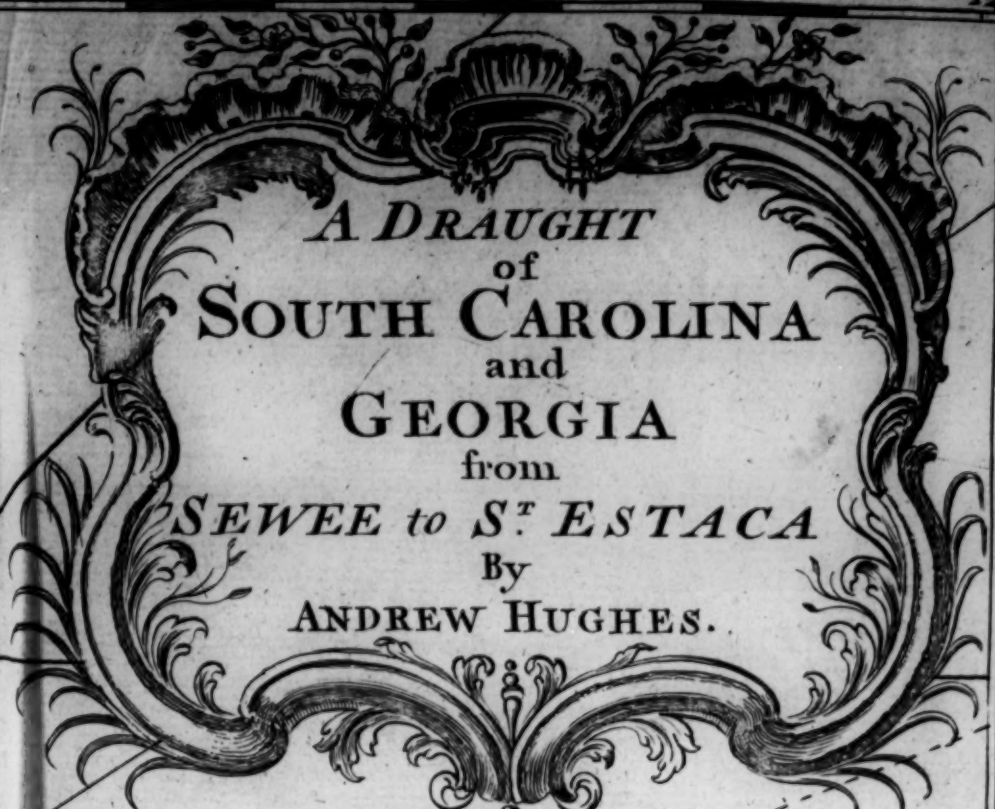
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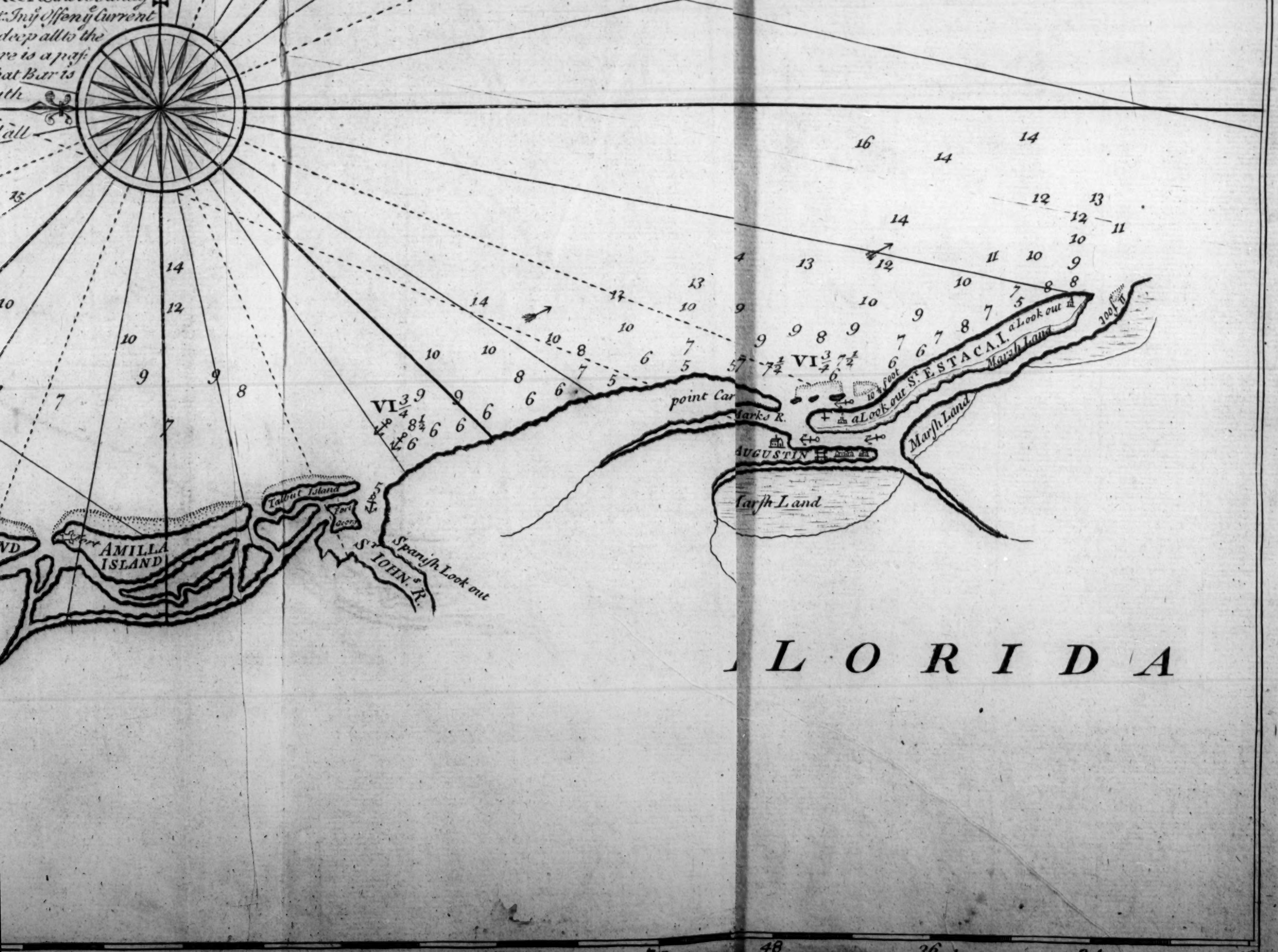
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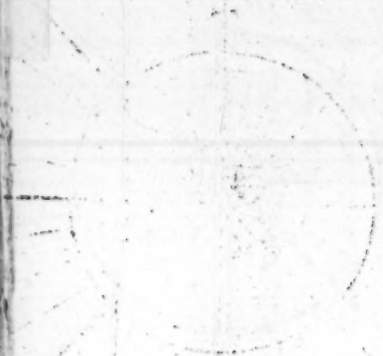


Sold by W. Mount and T. Page
on Tower hill London.



FLORIDA

1791





Thus appears *Nevis*, when it bears NW. by N. about 6 or 7 leagues from you.

A Description of the island of St. Christopher.

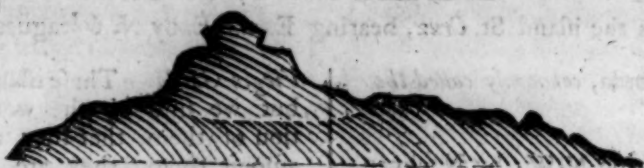
The island *St. Christopher* lieth along SE. and NW. and is about 7 leagues in length, and about 4 leagues broad; the SE. side runs off with a sharp low point, where there is a salt pond.

Between these two small points of land lays in the *English* road (so called) and towards the NW. point is the *French* road; the SE. point is low land, and the middle of the island is higher land than that of *Nevis*; and on the W. point reaches a ledge of rocks; off the SE. point is a small island between

this and *Nevis*; and there is no failing between these without danger of losing your ship. On the North point stands the *French* Fort.

A Description of the Island Eustatia.

The island *Eustatia* lays from the North part of the island *St. Christopher* West; it is a small island, and appears in the manner of a sugar loaf, ascending up in a round hill; but coming near, it alters in shape, and seems somewhat long, shewing itself thus:

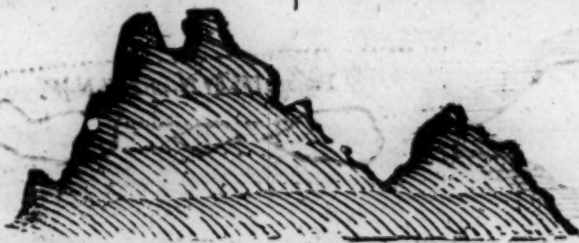


Thus appears the island *Eustatia*, when it bears SE. 6 leagues from you.

A Description of the Island Saba.

The island *Saba* lieth West, somewhat Northerly from the island *Eustatia*; it is a little round island, and round about it you may see the bottom; but you need not fear, for there is no danger but what you see. Also round about it appears as it

were certain heaps of white sand, and by the side thereof it seems like a ship under sail. This island, in appearance, is much like *Eustatia*, but somewhat smaller. On the North West side is a rock about a musket shot from the shore, and seems afar off like a sail; South and North, about two leagues off in the sea, it is not about 10 fathom water, clear sandy ground, where you may catch fish with hooks.



Thus appears the island *Saba*, when it bears SE. by E. from you.

A Description of the island of St. Bartholomew.

The island *St. Bartholomew* lies in the latitude of 18 degrees 11 minutes, and from the island *Saba* about N. by E. and from

the NW. point of *St. Christopher*, North it appears at first almost round, having on the North side of the island many rocks, some of them above, and some under water; the appearance thereof at sea is as follows:



Thus appears the island *St. Bartholomew*, when it bears ENE. about seven leagues from you.

A Description of the Island St. Martin.

The island *St. Martin* lays in the latitude of 18 degrees 16 min. Between this island and *St. Bartholomew* lies many sunken rocks, some above water; the island is not above 5 leagues long, and three leagues broad, and lieth along ENE. and

WSW. There are several good bays and roads, especially with a *Levant* or North east wind. There is one very good on the west side, having 9 or 10 fathom water, good sandy ground, on one side of it is a salt pond, and on the other two little ones; the appearance is as follows:



Thus appears the island *St. Martin*, bearing NE. 5 leagues from you.



The bay of *St. Martin*.

From the east side of *Nevis* to the west side of *St. Bartholomew*, *St. Martin*, and *Anguilla*, you must make your way good north, or north by west.

A Description of the Island of Anguilla.

On the north side of the island of *St. Martin* is the island *Anguilla*. It is a low, flat, and withered island, having good anchor ground on the South side, because the current there hath no force, by reason of a certain ledge lying off from the east point. On the east side of the island are several small islands and flats lying off.

A Description of the island St. Sombero.

The island *Sombero* lieth from *Anguilla* north-west; it is a little island, having on the east side several rocks and surrounded

with a great shoal laying off into the sea, but to the westward it lays off farthest. In going between *Anguilla* and *Sombero* you have 5, 6, 7, 8 and 10 fathom water.

A Description of the Island Anegado.

This island *Anegado* lies from *Sombero* north west, having on the south side a shoal, which reaches to the island *Virgin Gorda*. The island is very low, and you may discern two high hills off the island *Virgin Gorda* over it; it looks like a great hommock, its appearance is as here described.

The Virgins.



Thus appears the island *Anegado*, bearing WSW. two leagues and a half from you, with the *Virgins* behind the same, which may be seen over it in this manner.

A Description of the Island of St. Cruz.

St. Cruz is an island not very high, and full of hommocks; and coming in with it at full sea it will shew like the *Virgins*; and upon the East-side are two hommocks, higher than all the rest: It lies from the island *Saba* West-nearest, and reaches along East and West; it has on the South-east side a great flat, and on the South-west side is a little island, and on the North

side are two great bays; in the westernmost is good anchor-ground, but many islands, at least eight or nine, reaching East and West all in a row: they are all bare and naked without trees; you have here abundance of fish, which are caught with the hook. There is no fresh water in that bay, but there is room enough for hundreds of ships, the figure thereof is here annexed.



Thus appears the island *St. Cruz*, bearing E. and E. by N. 6 leagues from you.

A Description of the Islands Virgin Gorda, commonly called the Virgin Islands.

When the *Virgin Islands* bear from you N.W. by N. seven leagues off, they appear as three islands, with a great many small ones about them; the middlemost is the length, and when you come within three leagues, they seem as if they joined together.

The islands of the *Virgin Gorda*. are many, reach along East and West, and lie in the latitude of 18 degrees 20 minutes. The Eastermost is the biggest, and very high, and is called

Virgin Gorda. These islands were ever accounted dangerous, but we find by the worthy Sir *Francis Drake*, in his relation of them, that they are not so, who sailed through and among them; they are bare and naked, without trees, and among them there is fish in abundance, which are caught by the hook; but no fresh water is there to be had. Good shelter in bad weather, if you are acquainted with the going in among them, for many hundred sails of ships, and there are many; we only here insert the form of the biggest of them, as follows. On one of these islands the *Danes* have a settlement, called *St. Thomas*.

Virgin Gorda.

Foul Clift.



In this manner appears the island *Virgin Gorda*, or *Virgin Islands*.

Salt Pond.

The passage through these islands is W. by N. and W.N.W. till you come to the end of the fourth island, which you must leave on your starboard side, and the island *Foul Clift* on the larboard, running to the westward of the *Clifts* before you alter your course; between these three islands you will find 16 fathom water; and within the North point of the *Salt Pond* not above six or seven fathom; you need not fear, for it is good ground, and will deepen presently. The other which you leave

on your starboard-side, to wit, the fourth island appears coming out of the sea like two hills, almost like two sugar-loaves; the Southermost of them is the biggest and highest. Being within you need not fear, for there is neither sand nor shoal, but what may be seen plainly. The appearance of these islands is here at large from the beginning, and so forward, the letters AA must be joined together.



At the Cross begins the *Virgin Gorda*.



D is the hole to sail it.

The fallen city.

The BB must be joined together.

The clift on which the rock stands shews like a sail.



Thus appears the *Virgin Islands* coming about *St. Cruz* from the Southward, when the hill *Virgin Gorda* lies NNE. from you.



Thus appears the Eastermost of the *Virgins*, when you are on the North-side of *Porto Rico*.



Thus appears *St. John's Island*.



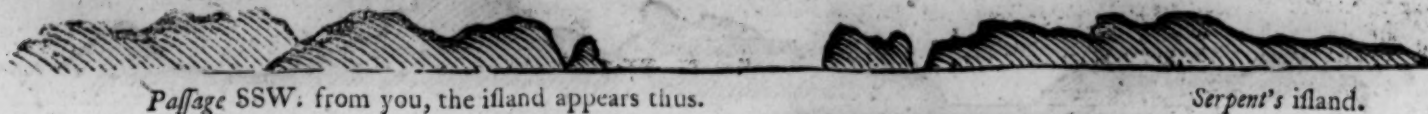
Thus appears *Iron Island*.

The

The going into St. Thomas's harbour is from the West end of Santa Cruz North by West, to the Southward of it is a low small island, which appears somewhat whitish. Upon St. Thomas's island, on the West side of the harbour, are two small forts; and one on the East. On the West of St. Thomas's island is a white rock, which appears like a sail. To the W. ward of that rock is Passage island, which is full of hommocks. St. John's

island, which is near St. Thomas's, has, near the water side, a white cliff, like a sail at first sight, by which it may be known.

The West end of Crab, or Pequía island, on the NE. part, is low and smooth sand, like sandy ground; but to the South. Westward there are hills, and from those hills to the West, low broken hommocks, and on the South West, high hills and hommocks.



Passage SSW. from you, the island appears thus.

Serpent's island.



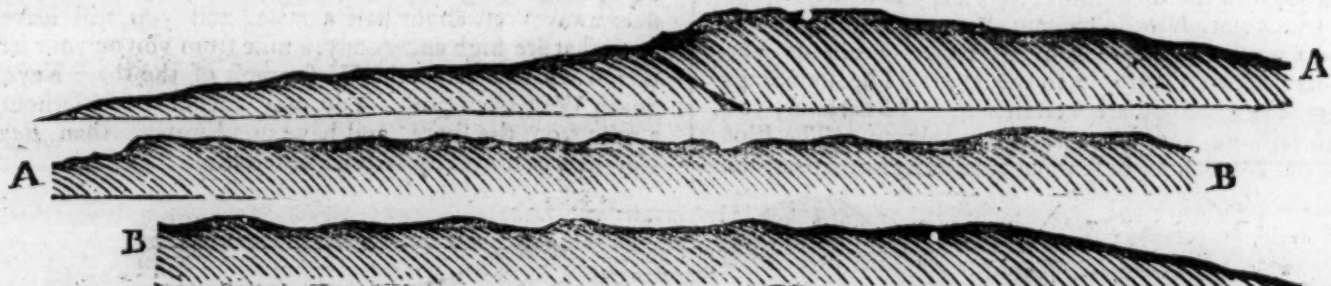
Thus appears the East end of Porto Rico, when W. by S. and WSW. from you.

The island of Porto Rico is long and great, and reaches along E. and W. having many rocks round it, especially on the W. side. On the North side the coast is very ragged and uneven, having many small islands and rocks thereon, whereon the sea beats sometimes very raggingly. Off the North-east point lie several islands, the biggest whereof is called Codaga, and the reason it is so called, is because it is much covered with the excrements of fowls. The next to the Westward is Canoby, the river within retaining the same name. To the Westward of this point is de Loquilla which receives its name from the mountain Loquilla, then the river Loquilla, right before which lie two rocks above water; then follow a creek called Bequiaro, and island Rigoa, which lie before the harbour of Porto Rico.

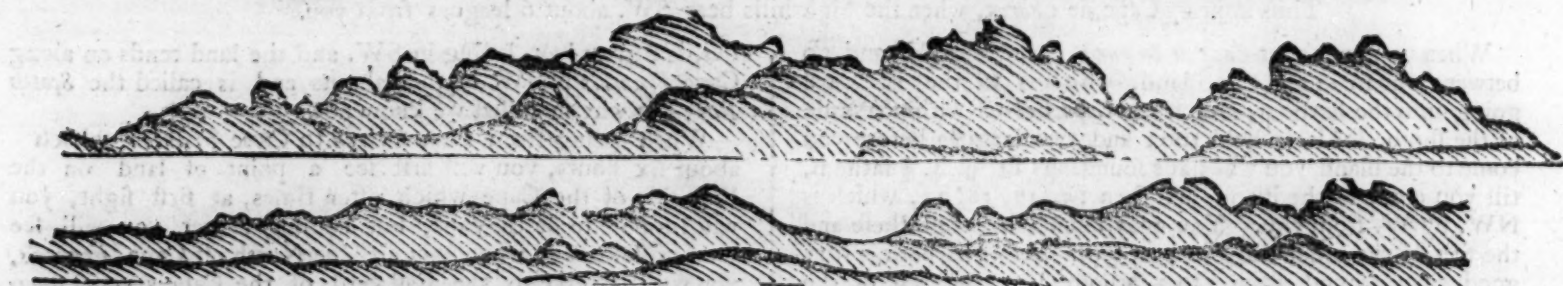
The harbour is large and wide, and has about three fathom and a half water; the entrance is along the island Rigoa, near which you must sail, by reason of a shoal which is on the West side the entrance thereof. On the point of the said island stands a castle; and on the West side, upon a rock off the

sandy point, stands another castle; and when you are in, you will find it deep and wide enough. You must run to the Eastward of the city to lie out of the wash of the sea, for the trade wind blows right in. Westward is another river, called Le Caleca; just in the entrance lies an island, called Passays, which reaches with a flat from the West point of the river, clear thwart; there are several others, of which these are the principal on this side the island.

On the East side is the river Luzia, and on the South-east are several rocks, both above and under water; there lies also the island Borequem, reaching North West and South East. On the South side lie two rocks, from which the coast to the Westward, for some leagues, has, somewhat off shore, a great shoal, and some rocks; this shoal is called Bazo, and lies before the bay of Guaiana; then follows the river Neboam, near which are several rocks and shoals; then farther Westward, the river de Musquetoes; then the river Guanica, near which is point de Guanica, &c. The island appears in these forms following.



Thus appears Porto Rico, when each of the said lands bear as you see, about 7 or 8 leagues distant.



This belongs to the other above it, the letters AA must be joined together.

The going into Porto Rico. B



This belongs to the foregoing, the letters BB must be joined together.



This belongs to the preceding, the letters CC must be joined together.



These five prospects shew the appearance of the island Porto Rico, when the city bears South-west from you, about a league and a half from the shore: You may, in clear weather, see it a long way off.

The cross is the entrance of the harbour.

You may anchor in the bay of Aguada, or the NW. end of Porto Rico, in 23 fathom, soft oazy ground, the Northernmost point bearing from you NNW. three miles, the other SW. by W. about three leagues, and a small village amongst the trees, S. distant about a mile. Note, That in coming into this bay from the Northward you may sail within a mile of the shore to the Southward of the North point, there being 10, 12, and 15 fathom water; and after you are about that point, you

will have 25 and 30 soft oazy ground; some part along this bay is flat and rocky, but you may sail all round it within half a mile of the shore.

From the East point of cape de Roxo, reaches off a flat to Carmana; from thence to seaward a little way lies a small island, called Zachea, and about West from Cape Roxo lies another, called Mona; and on the NW. side of Mona is another, called Monica; their appearance from sea is as follows.



Thus appears the island Monica, when it lies E. by N. somewhat Northerly, about a league and a half from you.

Thus appears the island Mona; when the aforefaid dry point is East about two leagues from you.

A Description of the Island Hispaniola.

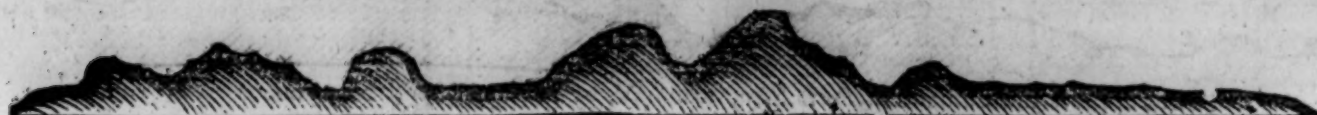
A Description of Hispaniola.

CAPE de Samana, or St. Rafael, as it was first called, being the north east point of the island Hispaniola, reaches out a great way to seaward. The land to the westward of the

cape lays in the South-west or South-west by west, and appears in this manner.



In this manner appeareth Cape de Samana, on the North-east side of Hispaniola, when it bears South about nine leagues distant, and lays in the latitude of 19 degrees, 25 minutes.



Thus appears Cape de Samana, when it bears South six leagues from you.

A Description of the river de Samana.

On the west side of the cape de Samana lays the river Samana, which is wide and large; the city Samana is on the East side of the river, which runs about three or four leagues into the country, where is another city, called St. Cruz, but of no trade, by reason it is an inland city.

On the West side of the river towards Cape de Cabron lay near the shore four little islands, one of which is almost even with the water.

To sail into the gulph or harbour of Samana.

Note. When Cape Cabron, bears from you NW. by W. about a league, it appears in two points; the Westernmost of which, as you come farther in, you bring open to a white spot of sandy ground, which at first you may take for one of the land-keys, but it joins to the main shore, and that you may better know the true point, *Note*, in coming about the point, you will discover as it were a small rock lying from it, but as you come nearer, you will see it join to the land. The soundings are very certain; after you are well shot into the harbour, you will find 10 fathom, and after no ground in 20. The Blue point is on the North side, East about four miles from you: the

greater key you leave on the starboard side, going in ESE. about three miles, and the low point to the Northward West five miles; Bannisters key WNW. about a mile. You may anchor in 14 fathom, about three quarters of a mile from the shore.

Cape de Cabron.

Lies from Cape de Samana NW. somewhat Westerly. This is a broken ragged point of land, and appears at a great distance like a ship with her top-fails down, and seems not to join the land; but to be an island: but coming nearer, it alters its shape, and appears as underneath.

From Cape Cabron is high land, and at a distance appears to rise perpendicularly, with two or three steep falls of the land to the Southward of it; after you have sailed South South West 5 leagues along the shore, to a point that hath two or three black rocks lying near it; when you are the length of this point steer away West about half a mile, and you will leave three keys that are high and woody, a mile from you on your larboard side, when you have the Westernmost of the three Keys South South West from you. You may anchor in 15 fathom, half a mile from the shore, and have good water; then Bannisters Key will bear W. by N. one mile off.



Thus appears Cape de Cabron, when the high hills bear SW. about 6 leagues from you.

When you are about Cape de Samana, steer away W. and go between the main and the island, which is to the Eastward going into the harbour, and from Cape Cabron within a mile of the shore, for it is bold too; and two leagues before you come to the island you will have soundings 14, 9, 8, $\frac{1}{2}$ fathom, till you come to the island, and then 15, 16, 18, 19, which is NW. by W. from you. You may anchor between these and the first of the other three in 7 fathom. In this harbour is very good oazy ground, from 7 to 3 fathom; but the rest of the harbour is by the middle island, which is the biggest of the three. Here is good water in many places, and good store of fish and fowl; here is commonly a fresh breeze from the Eastward all day, and open to the North.

A Description of Cape Florida, and the making of the land thereabouts.

On the West side of Cape Cabron, between it and Cape Fran-

cois, is a great bay, laying in SW. and the land tends on along Cape Francois NNW. or thereabouts and is called the Scotch Bay; but why so called we know not.

When sailing from Cape Cabron to Cape Francois, which about six hours, you will first see a point of land on the East side of the Cape which often times, at first sight, you will suppose to be the cape, but coming nearer you will see your mistake, and when you are due North off Cape Francois, you will perceive to the Eastward of the Cape a very steep point of land, which seems to be divided from the main, and running off the land, rises higher and higher; so that the highest part of the land lays open to the sea so high, that you cannot see the land within, and appears after this manner.



Thus appears the land to the Eastward to Cape Francois.



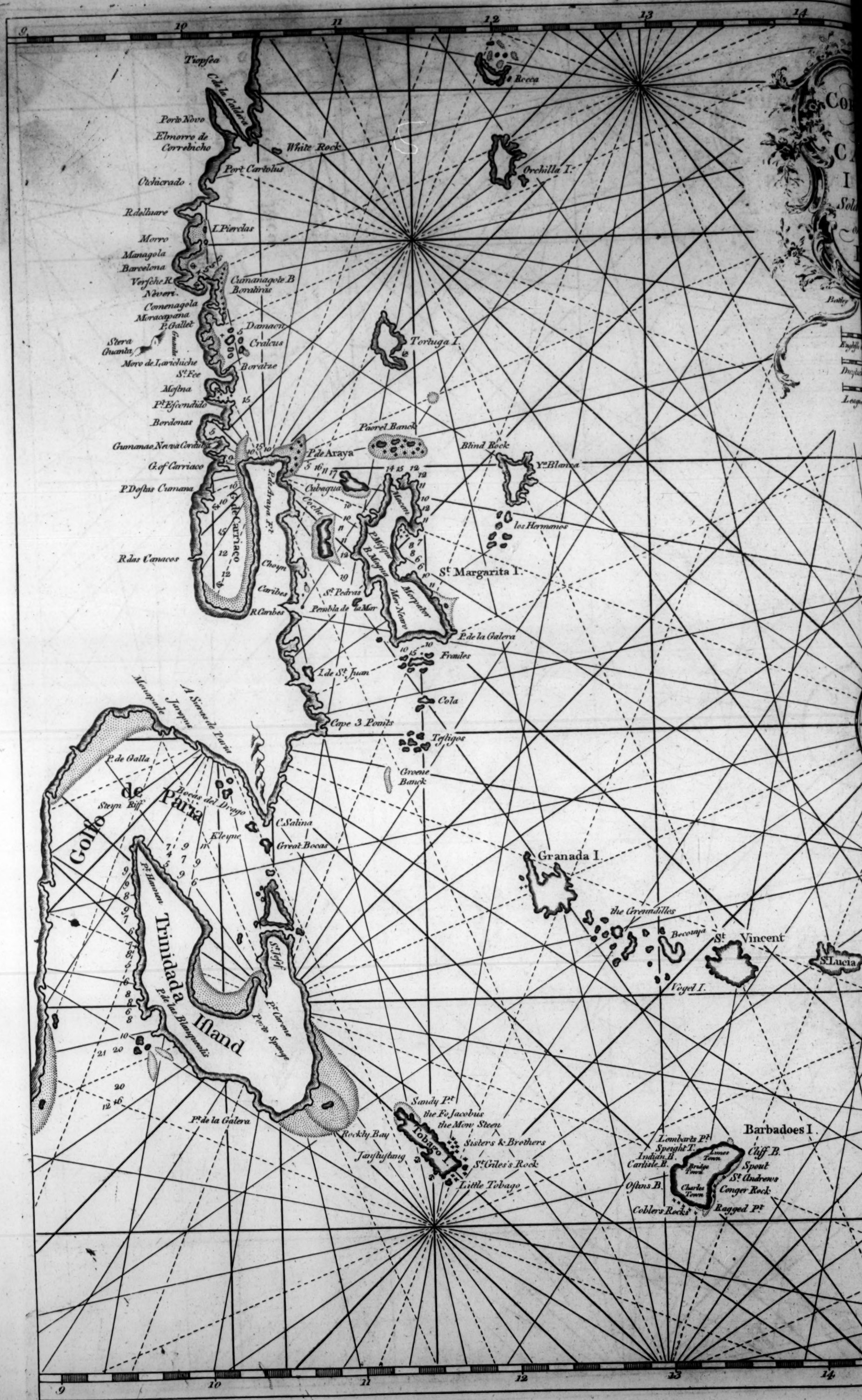
Cape Francois.

This belongs to the other, the Letters AA must be joined together.

The hillock C bearing SW. and SW. by W. from you:

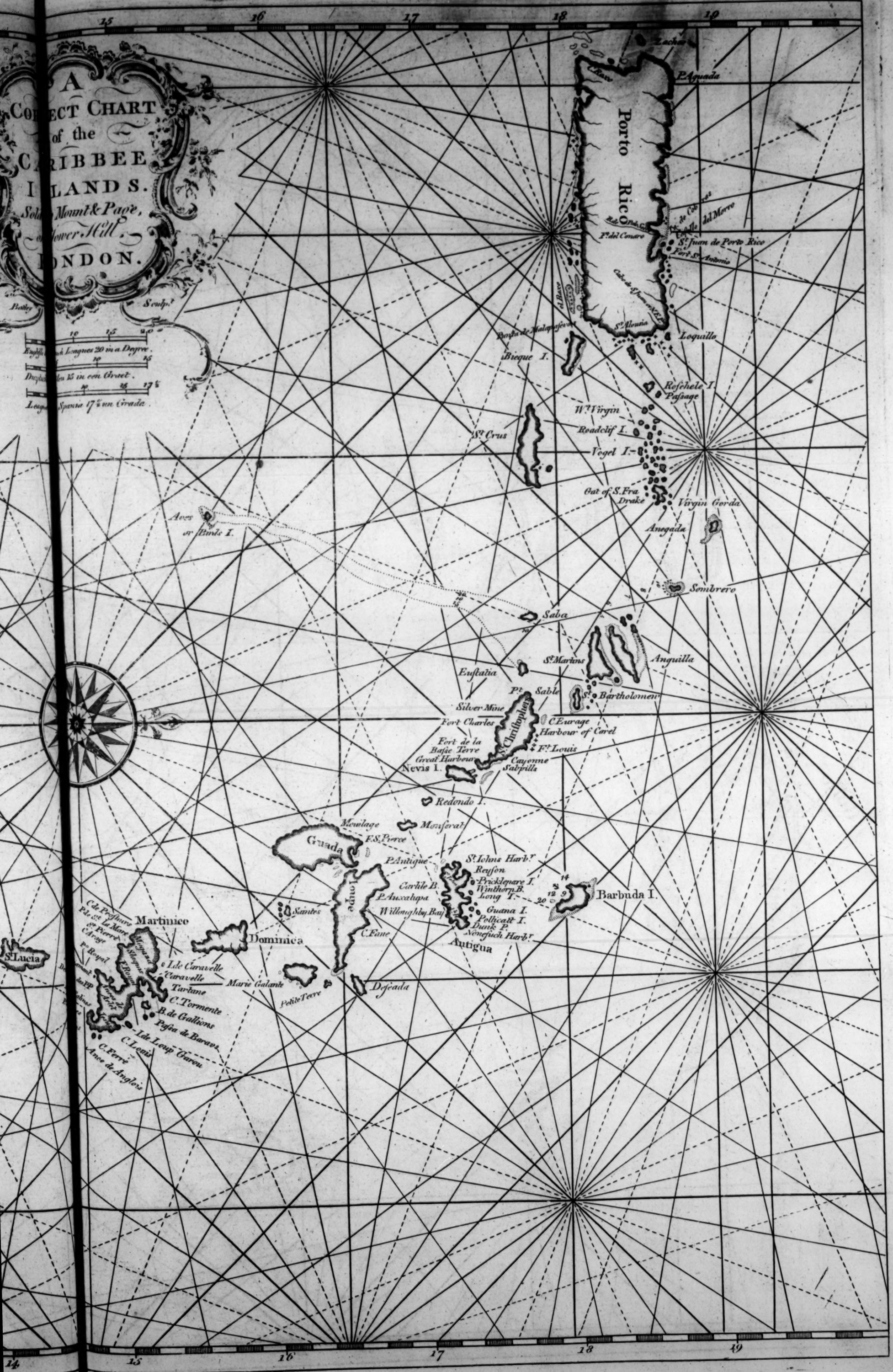


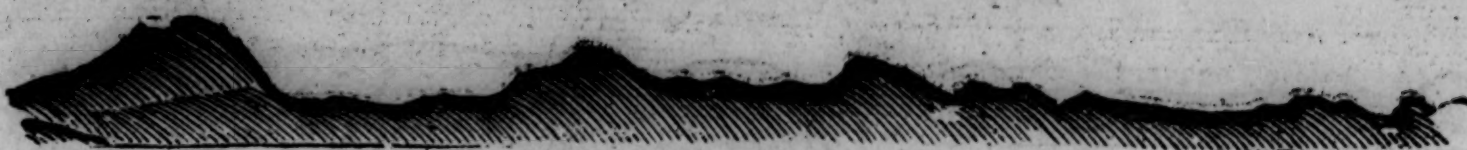
Thus appears Cape Francois being SSE. about four leagues from you.



A
CORRECT CHART
of the
CARIBBEE
ISLANDS.
Sold by Mount & Page,
at the lower Hill,
LONDON.

English Longues 20 in a Degree.
Dutch Longues 15 in een Grout.
Longues Spanis 17 1/2 in Grada.





A Thus appears the land to the Westward of Cape Francois.



B This belongs to the foregoing, the letters BB must be joined together.

To the Westward of Cape Francois runs a river which reaches a great way up into the country, the name thereof we know not, and therefore suppose it to be a place of no great trade.

To the Westward of which is *Port de Plata*, in the entrance or mouth thereof lie several islands; which in sailing in you must leave on your starboard-side, and when got in you may ride where you please, being every where good anchor ground, and good riding.

And you are to observe in sailing, to keep close to that point of land on your larboard-side, which you will see to be ragged and broken; and keep to the Eastward as much as possible you can. When coming about the said point, luff up round, and run up as far as you can with your sails almost shivering in the wind; thus you will gain the best place of the road.

Directions for sailing to Monte Christo.

When from *Porto de Plata* you sail from *Monte Christo*, being off Cape Francois, observe and steer a more Northerly course

in hauling off, giving good distance between you and the shore, because the current always sets upon it, and except you do this you will run the hazard of being a-shore.

When *Monte Christo* bears nearly E. you have pretty good soundings from about 10 to 6 fathoms. To anchor let the SE. end of the little key bear about N. half E. Easterly, between that and a dry shoal, from which the little key bears about ENE. you ride easy, and have good ground. About E. of the mount you can anchor in any depth from about 10 to 3 fathom within a riff; you are there sheltered from a North East wind.

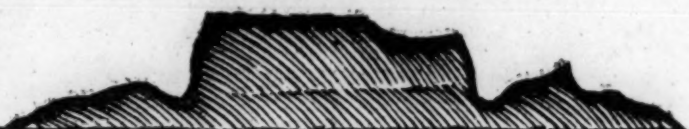
Isla Bella.

When bound for *Porto de Plata*, as aforesaid, from *Monte Christo*, you will discern a small island lying somewhat nearer the coast, called *Isla Bella*; but you ought to keep so far off, as not to come in the wake of it.

And running to the Westward you will see a point of land running off to seaward, beyond which is a high hill, having thereon a chapel; which said place is called *Monte Christo*. The appearance whereof is as follows:



Thus appears *Monte Christo*, bearing SW. about 6 leagues from you.



Thus appears *Monte Christo*, bearing SSW. about 4 leagues from you.



Thus appears *Monte Christo*, being SSE. about 5 leagues from you. *Monte Christo* is a high hill on the North side of *Hispaniola*, which seems to be an island, but is not.

On the West-side of *Monte Christo*, close to the point lies a little island; and off the point of *Manzanella*, reaches a great shoal, a pretty way to seaward, stretching about West off; in sailing along this coast you ought to keep your lead, by which you must stand into 4 and 5 fathoms water.

And although you were never there, yet in keeping close to the aforesaid ragged point you may run in boldly, it being wide and broad enough.

Caia Palmete

On the West side of the bay lie a parcel of rocks, called *Caia Palmete*, and close to the shore lie several islands and rocks, of which you ought to have especial care, if you stand over to the side of the bay. The East-end of the island of *Tortugas* bears East Southerly from *Monte Christo*.

A Description of the Bay of Manzanella.

In this bay of *Manzanella* there are several small rivers, which all discharge in the bay, and of those to the Westward, viz. *Bocca de Tierra* and *Bocca de Hamaca*, which lie near *Porto Real*.

Porto Real

Porto Real is a place of great note and traffic, lying in the bay of *Manzanella*; also to the Westward of point *Kouta*, which makes the side of the aforesaid bay, and point *Francois* the other. This is a deep and large bay, having many small islands therein, and on the West part of it is a bank or shoal reaching almost to point *Francois*. You may anchor in this bay in 17 fathoms good ground, the mount being NNE. and Cape Francois West about 8 leagues off, a Northerly wind blows right in. There are several other bays and small rivers in the bay, but not of note, and therefore not spoken of.

The E. end of the island *Tortugas* bears NW. by W. about 10 leagues from Cape Francois.

P. Francois

The land to the Eastward of Port Francois is a low flat point reaching into the sea, with a small neck of land, and is called Point Francois, from which is a riff of sand running off East

and West about two miles into the sea, upon which are 5 and 6 fathoms. Within this riff are 10 and 12 fathoms, and without no ground at 30 fathoms.

The best going in is to the Westward, bringing the town WSW. three miles from you; you may anchor in 6 fathom good ground. The port or harbour lies to the Westward of the point, having both on the East and West parts of the river certain shoals, over which the sea makes a passage, by reason they lie almost even with the water; and to the Westward also lie three or four rocks above, and some under water: whereof you must have especial care in running to the Westward, coming out of this harbour. A NW. wind makes this place dangerous, except you run up into the river, or into the bay behind point Francois.

To the Westward of these rocks runs another river wide and deep, wherein, and on the West-side, is a place called *Anon de Louize*. The river extends a great way in, and is divided by a point of land, which parts it in two, spreading themselves SE. and SW. into the country.

To the Westward of this is another point of land, reaching off into the sea, called *Punto de Margot*, which has also on the West part thereof two other small islands, just above water; to the Westward of these is a third island, called *Bourges*, than which we proceed no farther, until we give a description and appearance of these lands at sea; viz. the island of *Hispaniola*.

Carcas keys bears from Cape Francois N. by W. Westerly distant 35 leagues.

Mayaguana bears from Carcas key NW. W. erly 19 or 20 leagues. Carcas key from the East end of *Heneago* near W. about 19 leagues. *Heneago* lies about WSW. and ESE. is about 15 leag. long, and is surrounded with a riff. The SW. end of *Great Heneago* bears SSE. 23 or 24 leagues from *Acklin's Key*. The West-end of *Great Heneago* bears S. by W. 28 or 30 leagues from the French key.



In this manner appears the island *Hispaniola* 20 leagues to the Eastward of Cape de Cruz, the low land is the East-end which is about 22 or 23 leagues. And Westward.

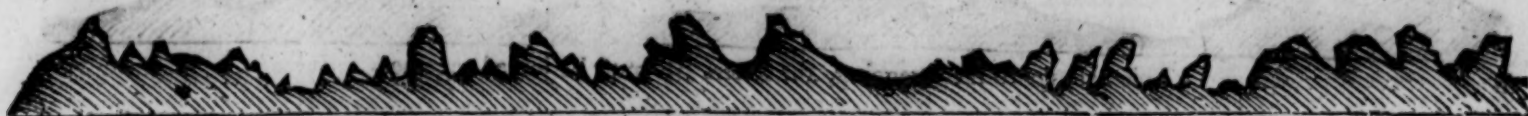
K

A • Nine.

A Description of the Island of Hispaniola.



A * Nineteen leagues to the Eastward is low land. You have also to the Sea-side low land, but within, the land is high and mountainous, And the best marks to know this land by are two hills. For as * B



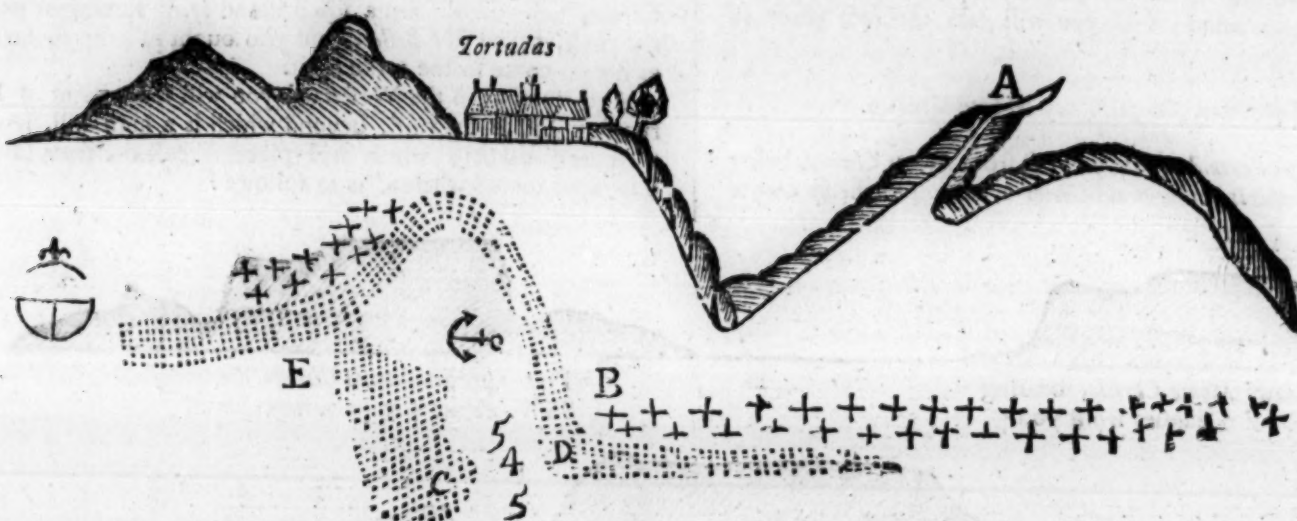
* you run to the Westward, the same high land alters in shape, and appears like a crown. These several pieces belong to each other, and must be joined by the letters AA and BB.

A Description of the Island of Tortugas,

Between *Porto Francoes* and *Cape St. Nicholas* is the island *Tortugas*, which has on the North-side certain shoals; and on the South-side is a small river; to the Westward of which lies a great ledge of rocks, stretching along almost the whole length of the island, and channel between *Tortugas* and *Hispaniola*. But the road is on the E. side of the island, by the letter A. and is about a mile to the Eastward of the road by

the letter B, by which you may see the rocks whereon the sea breaks at high water, but at low-water quite dry.

The entrance into the road is between C and D, where you will have five or six fathom water, and when in you will have more. This is a good road, when you are in, no wind can hurt you. There is another passage by the letter E. but there you may not have above two fathoms water. The West-end of *Tortugas* and *Cape St. Nicholas* lie SW. from each other. The roads are as appear in the figure hereunto annexed.



On the North-side of the island *Tortugas*, lie also several rocks and shoals reaching off to the Eastward, where you may make good road. But if you can otherwise do, I advise you not to go in, being informed that when you are in

it is hard and difficult getting out again. Here follows the making of the island *Tortugas*, over which you may see the high land of *Hispaniola*.



A Description of Hispaniola.

37

A Description of Cape St. Nicholas.

Cape St. Nicholas is the NW. point of Hispaniola. This Cape has at the water-side a low flat point, reaching off about gunshot, and run short up, and then again opens itself. The

appearance thereof follows in the annexed figure.

It is observable, that between Cape Nicholas and Pereguavis you have very little wind, from three or four in the morning till noon, and then you seldom want a fresh sea breeze.



Thus appears Cape St. Nicholas, being the West point of Hispaniola, when it bears SW. four or five leagues from you.

Porto
Guanivas

To the South East of cape St. Nicholas, about 10 leagues is a fine bay and harbour, called *Porto Guanivas*. When you desire to go in thereat, you must keep a good distance off the point, for it is flat off a great way; and when you are about the point open with the bay, you will discern a small island, which you must leave at your larboard-side, and run in with your lead in 10 or 12 fathom water: you may also run along close by the island if you please, in 4 or 5 fathom water. All along this coast you are sure about 10 o'clock in the forenoon to have the sea breeze come in which lasts till night, in which you have the wind off shore; therefore you must stay till that Time, before which there is little or no wind at all.

A Description of the River Arteboniquo, or Arthabenité.

The river *Arteboniquo* bears from *Porto Guanivas* South, or thereabouts; and in sailing in here, likewise it is good to keep you lead. For as you come near the river *Artebonique*, you will find the water shallow to about 4 fathom, and after that to deepen again to 7 or 8 fathom. All along this coast it is low land every where, till near *Arteboniquo*, where is a high point of land, being very steep close to the water-side, and the cliffs as white as chalk, overgrown with weeds and green trees. The road is on the West-side of the point, and close to this steep point the river shoots out, which is not a place of any great note, because it ebbs almost dry at low-water.

The River called Serpent's Death.

About two leagues to the Southward of this river is another river, known by the name of *Serpent's Death*, running between two Hills. On the North-side of the river the land is very steep and ragged, and near the shore lie many broken and ragged rocks.

A Description of the large Bay Jaguana.

This bay lays East and West nearest, having in the mouth thereof two islands, the biggest of which to the Northward, is called *Guanabo*, or *Granive*, the other *Foul Beard*. In this bay the Spaniards have made three or four ways through the *Krenckle* woods, against time of war, that they may convey their Merchandize thro' the said woods without being discovered.

These two islands are a fence and shelter to the whole bay, and breaks off the sea, which there with westerly winds runs very high and breaking. There is no passage between these islands, but you have room enough either to the Northward or Southward of them: They are all round about full of rocks and shoals, yet not reaching far off, especially to the South point of the smallest; on the East-side of which you ought to have a care, and give good distance in keeping nearest to the S. coast of Hispaniola. There are several small islands in the bottom of the bay, but thereof we say little, because they are plainly discerned, and easily avoided.

On the NE. of cape *Rosa* is the island *Comito*, which is round about foul; so that if you are bound from *Foul Beard* hither, you must keep a little distance off. To the Westward of it is the Mountain of *Donna Maria*, from thence the coast reacheth along South West to cape *Tiburon*.

In cape *Donna Maria* bay you have very good ground, and gradual soundings from 16 to 8, 7, and 6 fathom.

Directions for Donna Maria Bay.

In going into this bay, coming from the Northward, there is a low point with red cliffs. From this point lays a shoal which shews itself very plain; after clear of this shoal, you may steer into the bay in what depth of water you please; in the middle of the bay there is a white cliff, and to the South-

ward of that white cliff there is fresh water river. If you anchor in *Donna Maria* bay, let the white cliff in the bay bear near E. by S. in about 5 fathom; keep you lead going as you come in the bay.

Cape *Donna Maria* is about 5 or 6 leagues distant from cape *Rosa*. From the latter about E. by N. 12 leagues is the *Great Canmate*.

Donna Maria lays North East by North 6 leagues from cape *Tiburon*, being very high land, with low land under it towards the shore, and about 12 leagues the land fall low, and lies along South East by East to cape *Bacca*, being about 3 leagues to the Westward of the isle of *Asb*, it makes a small hommock, at the West-end they stretch along East by South, 4 leag. very low land. The bay of *Backen* is to the Westward of the isle of *Asb*, 3 leagues. The land of *Backen* is remarkable, the East-end appears like a large island, with white chalky cliffs to the Seaward, small keys in the middle of the bay, and on the W. side one larger than the rest, with all white chalky cliffs. At the middle key you have 5 or 6 fath. and close to the Westward most you have 10 and 11. This key is highest at the W. end and has a wall of loose stones round it by the water-side: You must allow a good birth at the West-end of the Key, which is very shoally: it's best to stand in North North West from *Porto Lewis*, and anchor in 8 fathom, then the West-part of the last mentioned key will bear South East half South, and the point without South by East, and the middle of the town North East, which stands upon a small sandy key, containing twenty Houses or Cottages, with a palisado fort and breast-work.

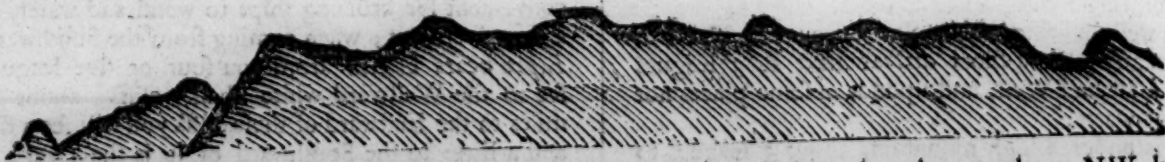
West by South about 12 or 13 leagues from *Taguana* lays *Petit Gove*; and when you have the West-part thereof bearing WNW. and the small key at its entrance NE. by E. about a quarter of a mile you have 18 fath. water, where you may anchor about a mile from the shore. The channel Northward of *Guanaboa* open you have 25 fathom. Upon the East side of *Guanaboa* is a shoal called *Foul Beard*; and upon the N. side several small keys, from which to cape *St. Mary* the shore is bold; but all along the N. side the islands are shoal, but good soundings. From the point of *Logane* the Gulph runs up to the Eastward about 5 leagues, commonly called by the name of *Coleiack*. When you are clear of the East point of *Guanaboa*, steer away NW. by W. or WNW. if bound to *Jamaica*, till you are clear of *Guanaboa*, then haul away to the Southward as you please, and suppose the current to set (which most commonly it does) very strongly to the Westward. Also on the South side of *Guanaboa* lies a long reef, some part of which is dry about 3 or 4 leagues, which is half channel over near, there is also a small reef in the bay of *Nepo*, near the shore to the Eastward of *Comitas*.

A Description of Cape Tiburon.

On the North-side of cape *Tiburon*, about a league to the Seaward is a rock, and on the North-side of it a shoal, reaching off from the cape, and about W. or W. by N. from the cape is the island *Navasa*.

This cape *Tiburon* is flat a long way off, so that above a league off you have not above 15 or 16 fathom water, fair sandy ground. The cape appears on the top with many white places, like ways or roads; and near the cape to the Northward of it is the bay of *Allegata*, where formerly the *Engish* used to lie, waiting for the *St. Domingo* fleet, and the reason why they laid there was, because there was refreshment to be had from the shores. The appearance of the cape is as follows.

Navasa is a small island not very high, having nothing upon it; it may be seen about 5 or 6 leagues off, lying from cape *Tiburon* NW. by W. about 12 leagues. *Navasa* bears about SW. by W. 11 or 12 leagues from cape *Donna Maria*.



Thus appears cape *Tiburon*, and part of the high land to the Eastward of it, when the cape bears NW. by N. 5 or 6 leagues off; the land to the Eastward rising very high till you come to the isle of *Asb*.

Between cape *Tiburon* and the bay of *Savana* are several points of lands and rivers, and little islands close to the

coasts, till you come to the island of *Asb*, the land thereabout appears as follows.

Thus



Thus appears the land to the Westward of the Harbour *Nepe* and *Porto Cavelero*, when it bears NNW. 7 or 8 leag. off. By this high land lie two deep bays, the one called *Porto Nepe*, the other *Porto Calvero* about 10 leag. from *St. Domingo*. The island of *Altavalle* S.W. Beate cape *Mungunge*.



Thus appears the land belonging to the *Altavalle*, as you sail towards the S.W. along the shore from *St. Domingo*.



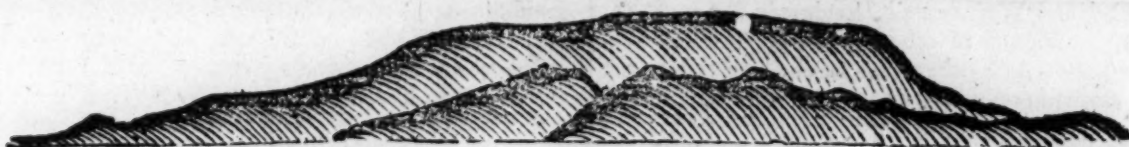
The outermost land bearing S.W. somewhat Southerly 9 or 10 leagues from *St. Domingo* to the table-land, it is very high. These must all join together. The foot of the high land.



Thus appears the isle of *Afb*, when the West point thereof bears N.W. about two leagues distant, and the E.N.E.s four leagues.



This belongs to the foregoing, the rocks half a mile off, some to be seen, the AA's and BB's must be joined.



Thus appears the point (to the Westward of the isle of *Afb*) on *Hispaniola*, and is called point *Bacco*, when it bears North North West 2 or 3 leagues off. The going in within the isle of *Afb*, is between this point and the said island.

The island of *Afb* is about seven leagues long, stretching near East and West; the East-end is low land, all over wooded, but the West-end is high, also the East-end is shoal, so that you may not come nearer than two leagues; and from the East-end stretches a large reef of rocks N.N.W. about four leag. being above water, on which the *Jamaica Merchant* was lost. At the North part of this reef lie two keys, on the Southernmost of which the commander of the *Jamaica Merchant*, Capt. *Morgan*, and all his passengers went on shore; between the two keys is good anchoring in four fathom water. A little to the Eastward of the West point of the isle of *Afb*, about a league on the North side is a range of keys, stretching about N.E. three leagues, almost to *Morgan's* key. Between this range of keys to the West-end, and the range of rocks at the East is all rocks and sand banks, as by the draft here annexed more plainly appears.

Flemish bay on *Hispaniola*, bears North about four leagues and a half from the West-end of the isle of *Afb*; the passage to it between the East-end of *Afb* point *Bacco*, passing within two miles of the said East point, where you will find uncertain soundings, as 10, 7, 6, 5, 9, 6 fathom, but on *Bacco* side is very bad ground with rocks and keys, where the *Bedford*, *South Sea Castle*, and *America* were lost. Between the island of *Afb* and the *Main*, near the *Main*, is a very good channel for small ships to run through.

I have been well informed, that South from the island of *Afb*, about 5 leagues, lies a shoal off, about 2 or 3 leagues long, stretching East and West, and upon it in some places not above 2 or 3 feet water.

Port Luis lies under a high mountain, about 5 leagues to the Eastward of the island of *Afb*; it is much subject to rains. You may anchor before the harbour in 3 fathom water, and running in anchor a-breast of the town half a mile off, in 6 fathom water.

To anchor at the Island of Beata.

Remarks were made about going to an anchor under the North West end of *Beata*, January the 25th, 1761. The island of *Beata* lies on the South-side of *Hispaniola*, and is a very good place for cruising ships to anchor, when they want to heel or boot top, or to refit any of their rigging: The best place to anchor in is to bring the NW. end to bear E. by N. or E.N.E. distant one mile; and the S.W. end S. by W. distant 2 leagues: The island *Altavalle* S.S.W. half W. distant four leagues: The *Frailes* West 4 leagues, and cape *Lopez* N.W. by W. distant five leagues; they come to in 7 or 8 fathom water, sandy bottoms; when you are coming round the S.W. point, give it a small birth, for there is no more than 4 fathom water, West three cables length from the point; but when the point bears E.S.E. you may haul up for the N.W. end; when at anchor there is very good fishing; but there is not any fresh water to water a ship.

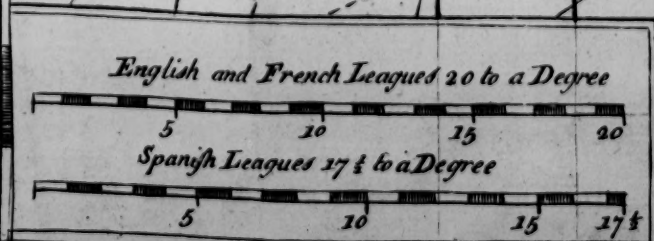
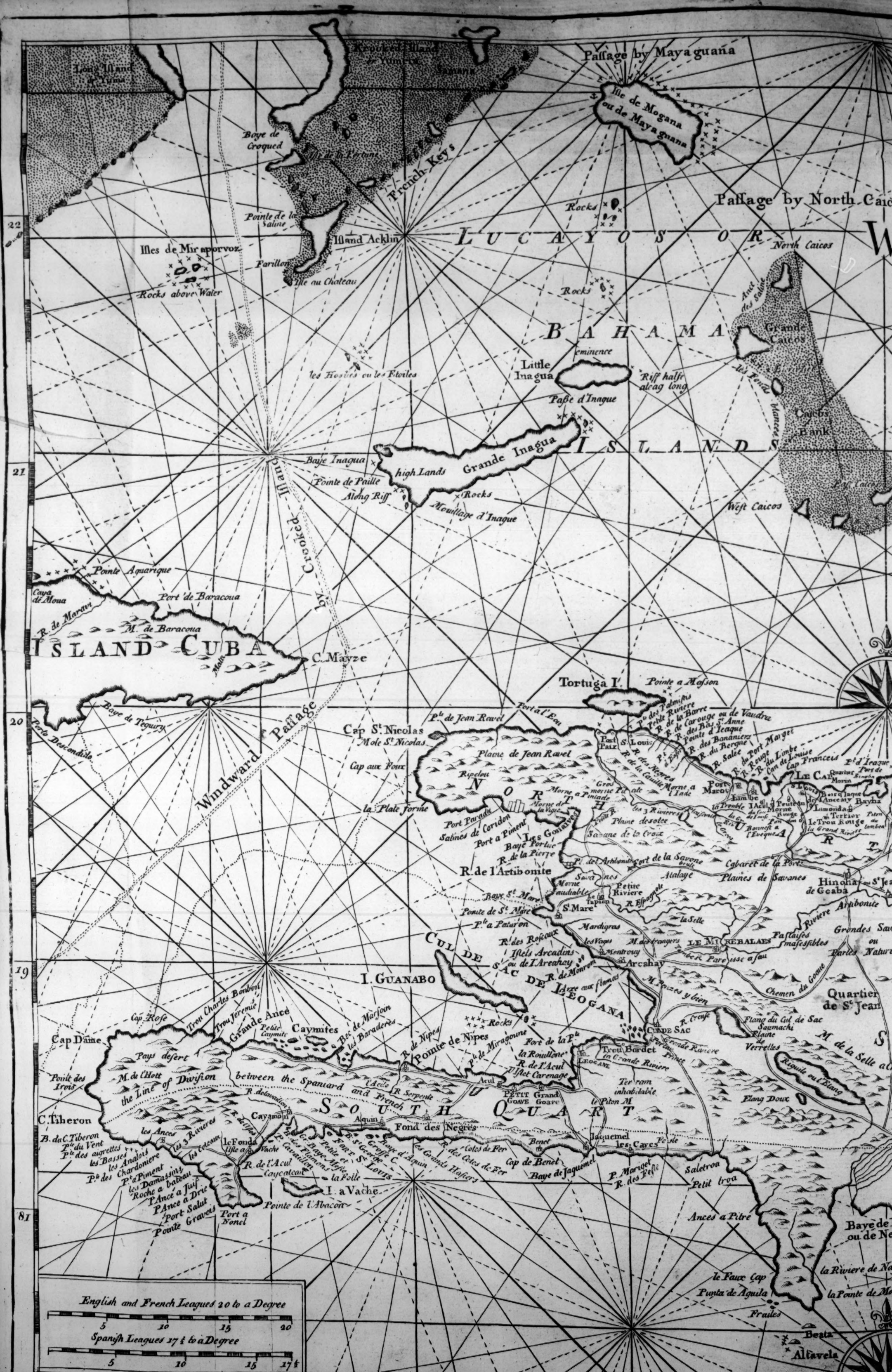
To anchor in Sam-Bay, in Hispaniola.

Remarks were made going into *Sam's Bay*, February the 6th, 1761. *Sam's Bay* lies about 11 leagues to the Eastward of *Jaquemell*; and 6 leag. N.N.W. from cape *Lopez*, and is very convenient for cruising ships to wood and water, there being a fine river in it; when coming from the Southward, and cape *Lopez* bears E.S.E. from you four or five leagues, you will see to the Westward white chalky cliffs; about four or five miles to the Eastward of these cliffs you will see a fine Savanna; and a little to the Southward of it is the river's mouth; the river is best known by a small hill of rushes close to the Sea side, and the river runs through them: The most convenient place to anchor for watering quick, is to bring the river's mouth

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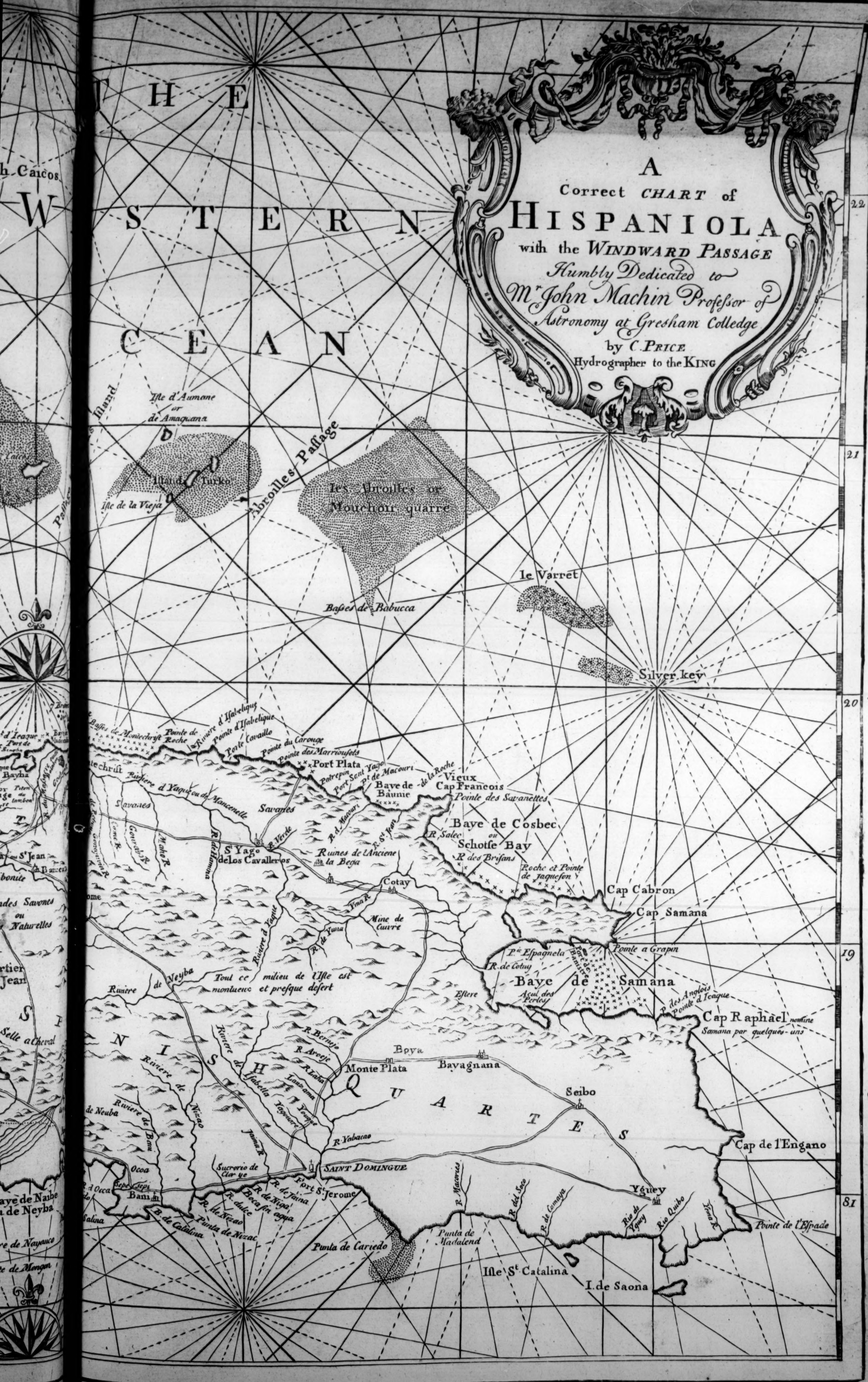
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Sold by In^o Mount & Tho^s Page on Tower Hill LONDON.

with the *WINDWARD PASSAGE*
Humbly Dedicated to
M^r John Machin Professor of
Astronomy at Gresham Colledge.
 by *C. PRICE*
Hydrographer to the KING



mouth to bear NNE, distant one mile; Cape *López* S. by E. distant 6 leagues; and the Eastermost part of the white cliffs NW. distant five miles; their coming to in seven fathom and an half water, good clear ground; this bay is a large and open clear bay, you may anchor in what part of it you please.

To anchor at the West End of the Island Mona.

Remarks were made for anchoring under the West-end of the island *Mona*, February 26, 1761. Bring the NW. end to bear N by E distant two miles, and the SW. end low sandy point, with a small reef at the end of it, SE by East, distant one mile and a half; the island of *Monica* N. by W. distant five miles, there coming too in nine fathom water, white sandy bottom, with black spots of Turkle grafs.

To anchor in Anguada and Ance-Garmaine Bays, at the West-end of Porto Rico.

Remarks were made March the 5th, 1761. To anchor in *Guada* bay, at the NW. end of *Porto Rico*, bring the N. point of the bay to bear N. by W. half W distant three or four miles, and the W. point to bear SW. distant three leagues; the island of *Zeachy* W. by S. half S. six leagues; houses at the river's mouth E. by N one mile; this bay is a large, open and clear bay; brings them bearing on, and come to in twenty four fathom water, good ground.

To anchor in *Ance-Garmaine* bay, bring the West point of the bay to bear NW. distant eight miles; the houses at the river's mouth North East, distant two miles, the island of *Zeachy* WNW. and the Southermost land in sight SSE. there come to in seven fathom, soft oazy ground. The danger of this bay you will see by the draught.

These two bays are very convenient for cruising ships to heel and boot-top, to wood and water; and you may buy great quantity of stock, or bullocks, from the *Spaniards* very reasonable.

To anchor at the West-end of Heneago.

Remarks were made September the 16th, 1761. Coming to an anchor at the West-end of *Heneago*, bring the West-end to bear NNW. half W. and the SW. end SSE. distant three miles each: And the watering-place S by East distant one mile and a half; there come to in seven fathom water, sandy bottom; there is no water here but in the rainy season, and then it is not very good, as it lies among the mangrove bushes. The *Hog-fishes* bear NNW, 11 or 12 leagues from the SW end of *Heneago*. From *Acklin's Key* the *Hog-fishes* bear about NNE, 14 or 15 leagues. The South part of *Long Key* bears North Westwardly eight or nine leagues from the South point of *Acklin's Key*. The rocks *Mirapuros* lie off the South-end of *Acklin's Key*, *Bird Rock* about a mile and a half off the West end of *Crooked Island*, bears nearest North, distant 8 leagues from the South end of *Long Key*. It has a reef from the North part of it which runs Northward a league.

To anchor in Platform-Bay.

Remarks were made September the 20th, 1762. To anchor under the *Platform*, being the Southermost point of the *Platform* to bear E by S one mile; the Westermost point in sight WNW. three miles; the watering place NNE three quarters of a mile; there coming to in nine fathom water. If you lie in deeper water you will have foul ground, the nearer in shore the clearer the ground; this bank is very steep for two cable's length, without nine fathoms you will have no soundings. This bay is very convenient for cruising ships to heel and boat top, and to water; the watering place is in a small gulley, and the water you get out of the casks that are sunk in the ground in the gulley.

A Description of Porto Congo.

Porto Congo is a good harbour having several small islands lying before it, but not dangerous, for there is room enough betwixt the islands and the main to pass without fear. In this place is also good refreshment, and fresh water to be had, and from the bay of *Savanna*, formerly, they brought great quantities of hides. From thence to the Eastward follows *Jaquima*, then Cape de *Lobos* and de *Alongua*.

A Description of Cape de Lobos.

From cape de *Lobos* Southward lie two little islands to seaward, which are called *Frayles*. And on the West-side of cape de *Alongua*, lie several blind rocks; and due South from the said cape are two other islands, the nearest is called *Beata*, and the other *Altovalla*, of which we have already spoken. From thence the coast stretcheth wholly Eastward, where you will find several creeks and small rivers, of which there is little said.

A Description of the Bay Samba,

The bay of *Samba* is made by cape *Lobos* on the West end, the small island called the *Frayles*, on the East: You may sail

all round the *Frayles* within a third of a mile. This is a fine bay, and is about 5 leagues to the Westward of cape *Altovalla*; here is very good refreshment for men, as plenty of turtle and fresh water, and store of wild cattle, fowl &c. You may run in till you bring the false cape which makes the South-side of the bay to bear S by W, and ride any where within a mile of the shore in good ground, the depth from 18 to 20 fathom to the stiff clay. There is a fresh river in this bay, where is very good water, which may be found coming out of the sea; for when you come into this bay, you will see a fine *Savanna* on the North-side; just without that is the river. The false Cape when you are to Northward appears exactly like the *North Foreland* in *England*; and when you stand in with the false cape of *Samba*, being about the middle of the bay, you will see a hill bearing S by E from you, which is called the *Table* about 5 or 6 leagues distant, and the westernmost land you can see will bear W. half N. about 12 leagues off, one third of the way between the false cape and cape *Mungung*. The water is very deep; you will have no ground in 50 fathom, and steep too; then it shoals gradually, till you come to the East-end of the sandy bay. When you are a breast of the west-end of the island *Beata*, between the said point and the island *Beata* is the best of the channel; you have but 15 feet; further to the Eastward is 11 and 12 feet, all sandy ground, and even with some spots of Turk grafs, but no rocks or stones. When the false cape bears WNW. two leagues, then you have five and an half fathom, sandy ground; the true cape then bears E by S. half S. about three leagues and an half, and *Altovalla* S. half E. about four leagues, and *Beata* about four or five miles. North of the island *Beata* you have deep water and the nearer the island the deeper, untill you have no ground with 50 fathom of line; but on the South-side of the island you have good soundings going over the spit of sand about a mile and an half from the shore, so that you may borrow as near as you please to *Beata*. You may run between *Beata* and *Altovalla* without discovering any danger; but on the NW side of *Altovalla* is a high rock, about half a mile off. You may anchor in about 10 fathom at the west end of *Beata*, bringing the SW. point S. or S. W. erly, about three miles distant, the NW. point bearing about N by E three quarters E. west of *Sambay*, about 12 miles, is a small harbour, called *Trou*. The next is a fine harbour, called *Jackemel*; it has fortifications at the entrance. *Jackemel* bears from cape *Bennet* ENE. a quarter E four leagues. From cape *Bennet*, the East-end of *Isle Alb* is about W. 18 leagues. The *Diamond Rock* bearing about NE by N Northerly from the East end of *Isle Alb*, distant 4 or 5 leagues. *Acklin's Keys* lie about NE. from the E. end of *Isle Alb*, and a little to the Eastward of *Diamond Rock*. Coming out the West-end of *Isle Alb*, be careful of a reef of rocks which lie along the East side of point *Bacco* about half a mile from shore. Point *Bacco* bears from cape *Tiuren* about E by S. 10 leagues.

A Description of the Bay Honda, and Bay of Occoa.

This Bay of *Honda* is wide and large, with a river running a long way into the country; then follows another bay, called *Occoa*, before which lie several islands; and hereabouts the coast is very uneven, and full of bays, viz. de *Hato*, then *Cavalero*, then point *Zepezepin*; then follows to the Eastward of that point, bay de *Catalyna* and *Punta de Nisao*, the next adjoining thereto is *St Domingo*.

A Description of St Domingo, or Hispaniola.

St. Domingo is the chief place on the island, having a very commodious harbour, and deep enough for ships to go in and out with their whole lading, having not less than three fathom in any place of the river; and a ship may lie close to the shore to take in her loading, only laying a plank from the ships's side to the shore. The draught of the river follows with the land thereabouts.

To sail into St. Domingo.

Run in directly towards the castle with a flat steep, within a mile of to it, then you will have 15 fathom almost open to a great point on your starboard-side, and a little within a small fort on your larboard-side, run in directly, you cannot do amiss. The fortifications of this place are as follows: Upon the first point on your starboard side, going in on the green point, there is hid among the trees a small fort of six guns and over against it, on the East-side is a church or cloister, called *Nuestra Señora de Befaria*, and a fort of 12 guns, with a green parade; on the same side, half a mile to the Eastward, stands a fortification of 20 guns, and within that about two tier, of about 14 guns each: Then you come to the castle with a flat steeple, in which is 20 guns, 14 of them brads; and within that a round tower of 10 guns, which is the landing-place. Towards the sea is no manner of danger.

Of the rocks and shoals to the Northward of the Island Hispaniola.

There are many shoals and flats to the northward of the Island Hispaniola, to wit, a great shoal called the *Abrolho de Babucca*, to the westward of which lies 2 or 3 little islands, which have round about them a great shoal, and are called *Ilba de Viego*. To the northward of these is another, clear both of

rocks and shoals, and is called *Aumana*. To the westward of this lies *Caycos*, being an island wholly environed with rocks and shoals: And from thence to the westward lies the island *Heneaga*, from whence NNW. lies another island called *Mira per Voz*, which is likewise foul almost round; from thence ENE. lies an island called *Mayaguana*, which has on the east side thereof a great flat. A particular account of these islands you have in the description of the *Babama* islands.

A Description of the Island of Cuba, beginning at the East-end thereof, and so to the Westward on the North-side of the said Island.

FROM point *Moeze*, which is the east point of this island of *Cuba*, the coast lies along about a league or two west by N. to the island *Barracoa*.

Barracoa is an island lying on the north side of *Cuba*, whose appearance coming out of the sea is as follows:



Thus appears the W. end of the island *Barracoa*, when it bears WSW. from you.



On the east side of the cape *Bitta* and *Xevoa*; to the northward of which is cape *Quibanico*, on the east side whereof are several small islands, on the west side also 2 small islands. The appearance of the cape is as follows:



From this cape about N. and N. by W. is the island *Verde*, and then *Mucaree*, which reaches NE. with a great shoal, then follows the island *Caio Romano*, and the island *Caio de Cruys*, next which is the island *Caio Lobe*, and along this coast are

many points, creeks, and small islands. The appearance of some of them is, coming out of sea, as follows. At these islands begins the old channel of *Babama*.



Thus appears the island *Caio Romano*, when it bears S. from you.

Thus appears the island *Caio Romano*, when it bears W. from you.



Thus appears the island *Caio Romano*, when it bears SW. and SW. from you.

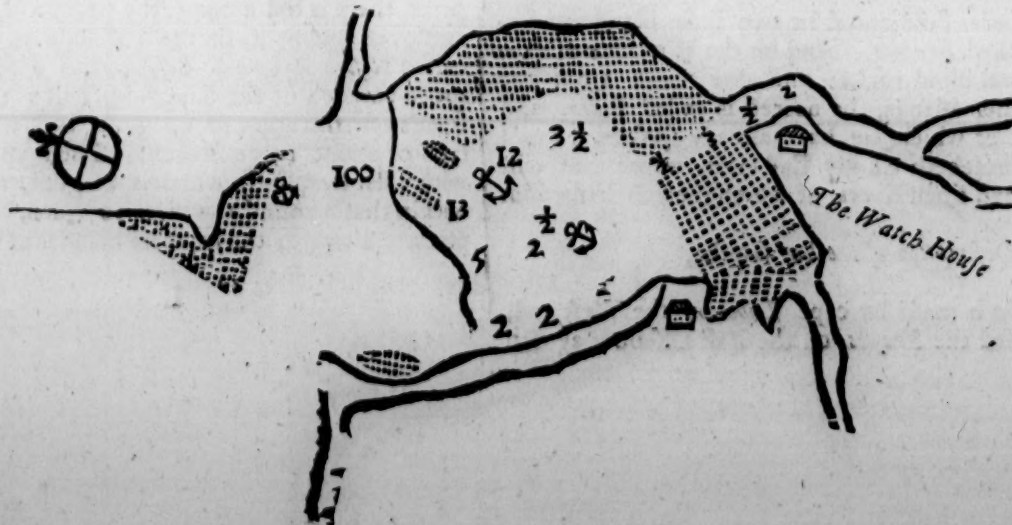
When from the Island *Caio de Cruys*, you are bound to the Westward thro' the *Babama* channel, you ought to have especial care and not keep too far from the coast, but as close to these islands as possible, and turn it up with short trips, that is, if the wind takes you sharp; for on the North side of the channel, there are shoals in abundance till you come near to *Angula Gafke*, and *Soque*. Then follow *Bazo Nichola* and *Baia Cadix*, which reach to *Isla de Cavezae* and *de Sal*, which flats and shoals run off towards point *de Hicacos*, passing by *la Cruys de Padra*, *Eleopoly*, where are several islands, some small and some bigger, and to the westward of point *de Hicacos*, are *Porto Gamarza*, then follows the great bay of *Matanzas*.

A Description of the coast from Matanzas to Forta Forca.

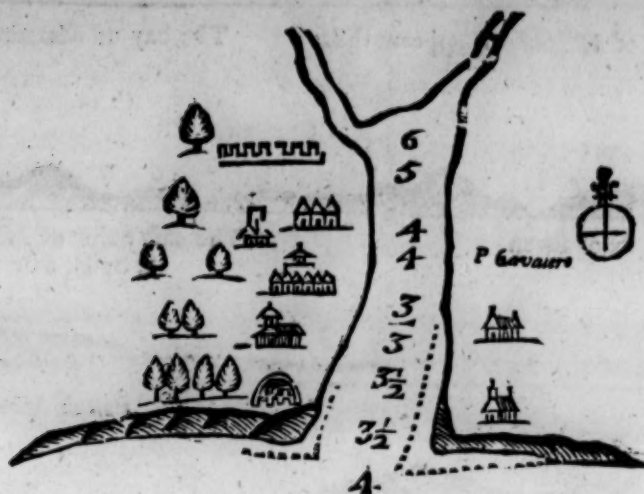
The bay of *Matanzas* is a fair and wide bay, having both on the east and west points thereof great shoals, reaching off a long way, so that you may steer in about mid channel; but take care of a shoal which lies there, on which there is not about six feet water, but within a mile and a half of a little house in 5, 6, or 7 fathom is soft oozy ground, within the east point is good anchoring ground. If you desire to ride here, you must

first stand over to the westward before you steer away for the road. On the flats on the east point you will not have above a fathom and a half of water, and without these shoals there is no anchoring ground, but when you are in the bay you may ride where you please. The bay is very deep, and the bottom thereof very shoal, only one certain creek, where is water enough when in, but you must observe your time, and go in at a rising water. The draught and depth of the bay is as follows:

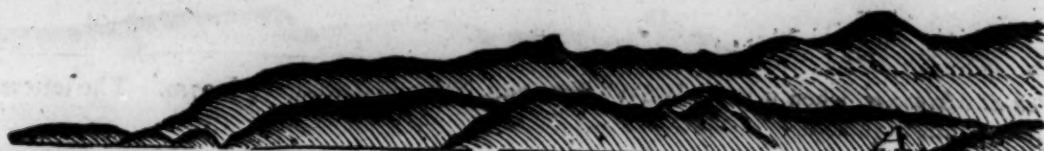
When you are off the bay of *Matanzas*, you will see a round mountain far up in the country, which appears above the other land, and when that bears SE. by E. from you, then are you open with the bay, which lies in SE. by E. or SE. the best riding is in 7 fathom, as aforesaid, keeping within two cables length to the west shore, near a white rocky cliff, which lies towards the bottom of the bay on the west side. Three cables length to the eastward; from the west side is a shoal to the SE. about two cables length, where Captain *Cummings* in the *Richard* and *Sarah* was aground coming out of the bay. NE. by E. 36 leagues from the bay of *Matanzas*, we were in seven fathom tacked and stood to the SE. and had 5, 6, 7, 8, 12, 15, 35 and 40 fathom about 2 miles, and then no ground.



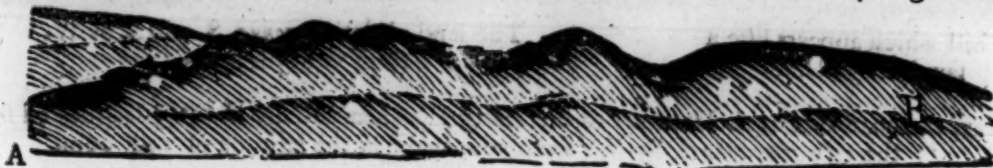
The Draught of the Haven and City of St. DOMINGO.



Cavalero is a low sandy point, upon which are low bushes, with two or three trees much resembling the *Naze* land. At this point is the river emptying itself into the sea, being very good fresh water, and easy to come at.



Thus appears the land 8 leagues to the W. ward of St. Domingo, when you are 6 or 7 leagues from it.



This belongs to the foregoing, the letters AA must be joined together.



This belongs to the foregoing the BB must be joined together.



This part of the land 10 leagues to the eastward of St. Domingo.



This belongs to the foregoing, the CC must be joined together.



Thus appears the land on the east side of the harbour St. Domingo.

A Description of the coast to the Eastward of St. Domingo. The east point of St. Domingo, is called point *Causydo*, from thence the coast reaches wholly north east to the river

Macoris, and likewise to the river *Sogol Caomanis*, then follow the river *Soco*, and *Hybonna*, off which, right to seaward lies the island St. *Cattalina*.



The low land with the cross is the island of St. *Cattalina*, and the land over it is the high land of *Hispaniola*.



Thus appears the island of St. *Cattalina*, lying on the coast of *Hispaniola*, about a league from the land, that you can hardly see it before you are close upon it, being much lower than the land of *Hispaniola*, which you may see over it, as in the foregoing figure, when it bears NNE. from you, it appears thus. The letters AA must be joined together.



This belongs to the other, the letters BB must be joined together.



Thus appears the land from A to B, it reaches towards the north-east to the island *Saona*, as far as you can discern from the top-mast-head.

A Description of the Island *Saona*.

The island *Saona* is a very fruitful island, abounding with *Casava*; so that it hath oftentimes been to the *Spaniards* as a granary, whereby they have been sustained. This island has both on the S. and N. sides several shoals, but not reaching far off: the appearance of the coast we have already described.

Cape del Engano.

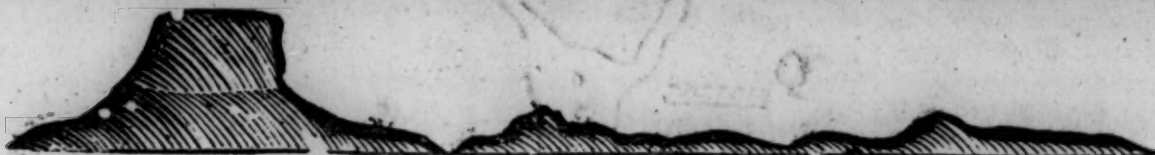
Cape del Engano is the easternmost point of the island of *Hispaniola*; this cape is low land, and the point runs flat off a great way to sea. Cape Engano west half south, distant 6 leag. makes 2 heads like a wedge. And so much shall suffice for the island *Hispaniola*. This

A Description of the Istand Cuba.

This bay of *Matanzas* is about a league and a half in length; and as aforefaid without the bay is no anchor ground. The watering place is up the river in the arm which extends to seaward.

Within the land to the E. ward of *Matanzas* it appears thus.

The bay of *Matanzas* lies in this opening.



Pan de Matanzas, SSW. six or seven leagues from you.

The east point of *Matanzas* bears S. and S. by E. 6 or 7 leagues off.



Pan de Matanzas.



This hill S. and S. by W. from you. the land appears thus.

This opening is the bay *Matanzas*.

The west point of the bay *Matanzas*.



Thus appears *Pan de Matanzas*, when it bears WSW. from you, being in latitude 23d. 07m. The letters AA must be joined. The iron hill high land.



A The hill which appears like a saw is high land.

The land about *Havanna*, S. and S. by W. from you 5 leagues.

Thus appears the coast of *Pan de Matanzas* to the *Havanna*, when you are about 5 leagues off shore, and the city *Havanna* S. by W. from you, lying in the latitude of 23d. 00m.



A *Pan de Matanzas*.



When you are about the bay of *Matanzas*, the land marked with the letter A appears thus. When the round hill of *Pan de Matanzas* bears SSW. about three leagues from you, it appears as above. And when you first see it, it seems like a saddle, so that it may easily be known.

The Saddle.



This land reaches from the bay *Matanzas* to the *Havanna*.

There is a little haven at B.



The letter A is the bay of *Matanzas*, reaching to the *Havanna*.

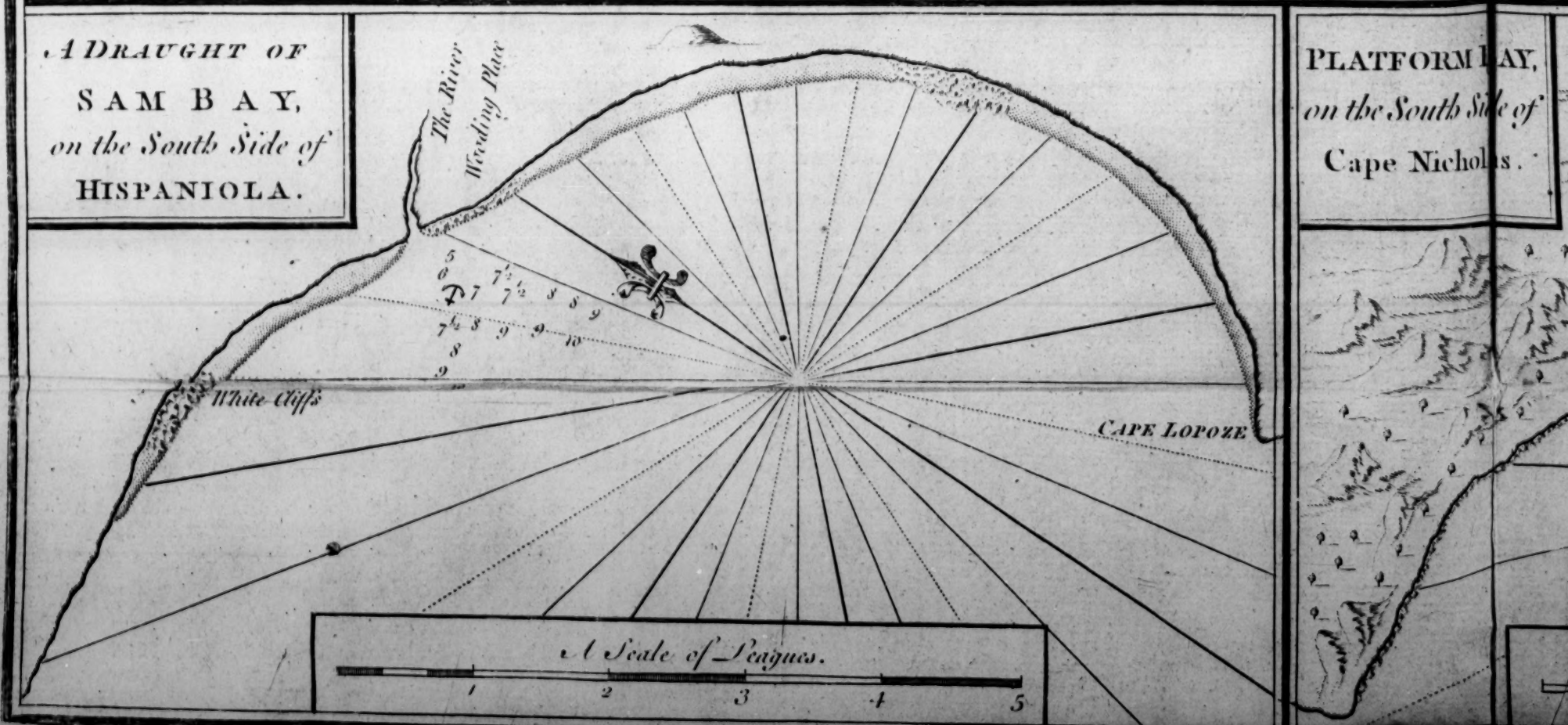
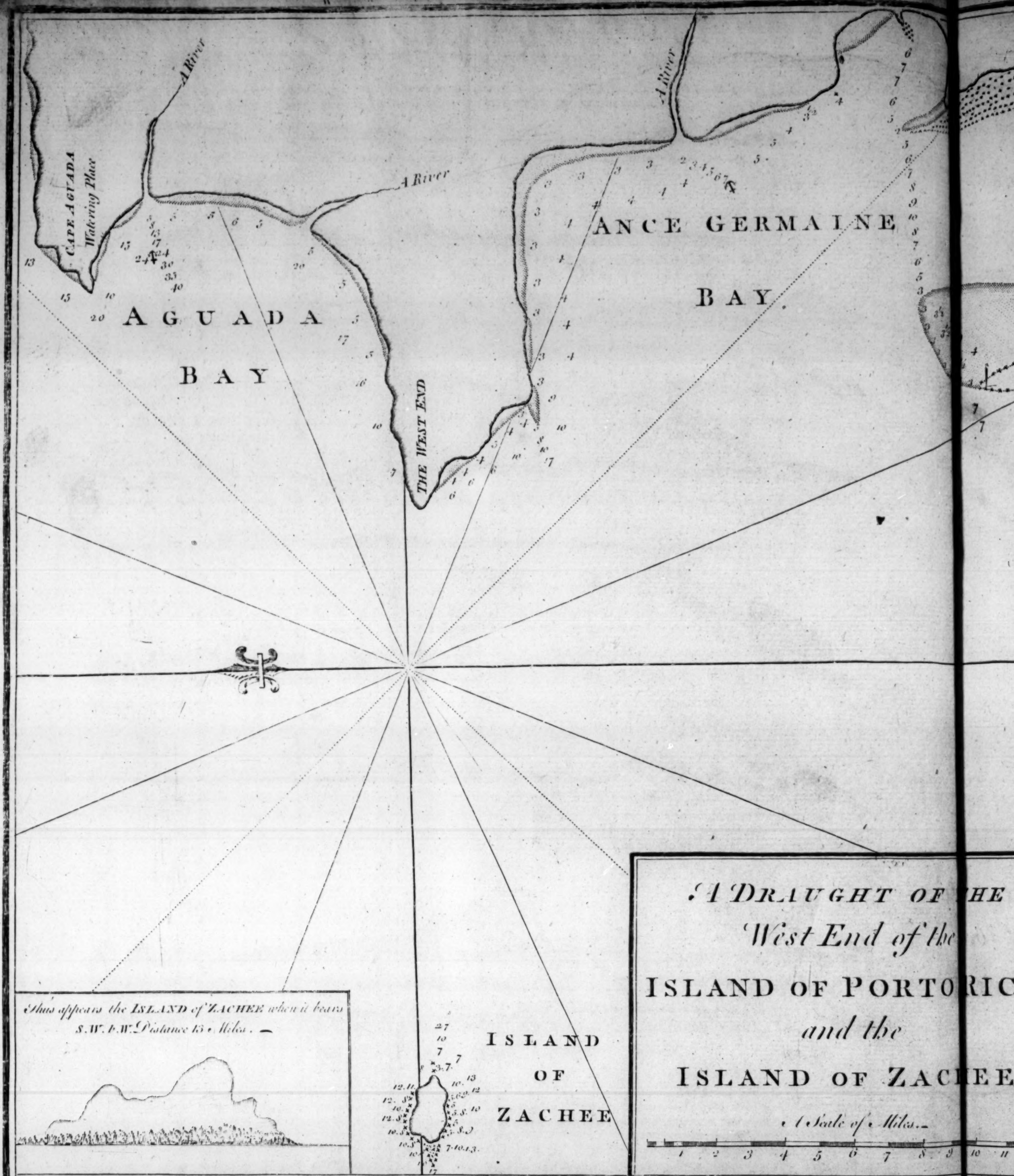
On the west side of the bay *Matanzas*, lies *Guacuaurego*, then follows *St. Cruz*, *Rota*, *Glypiona*, *Chibarima*, *Jarcua*, *Guanova*, *Torraca*, and *Guanambecco*: Of which we can have but a small description.

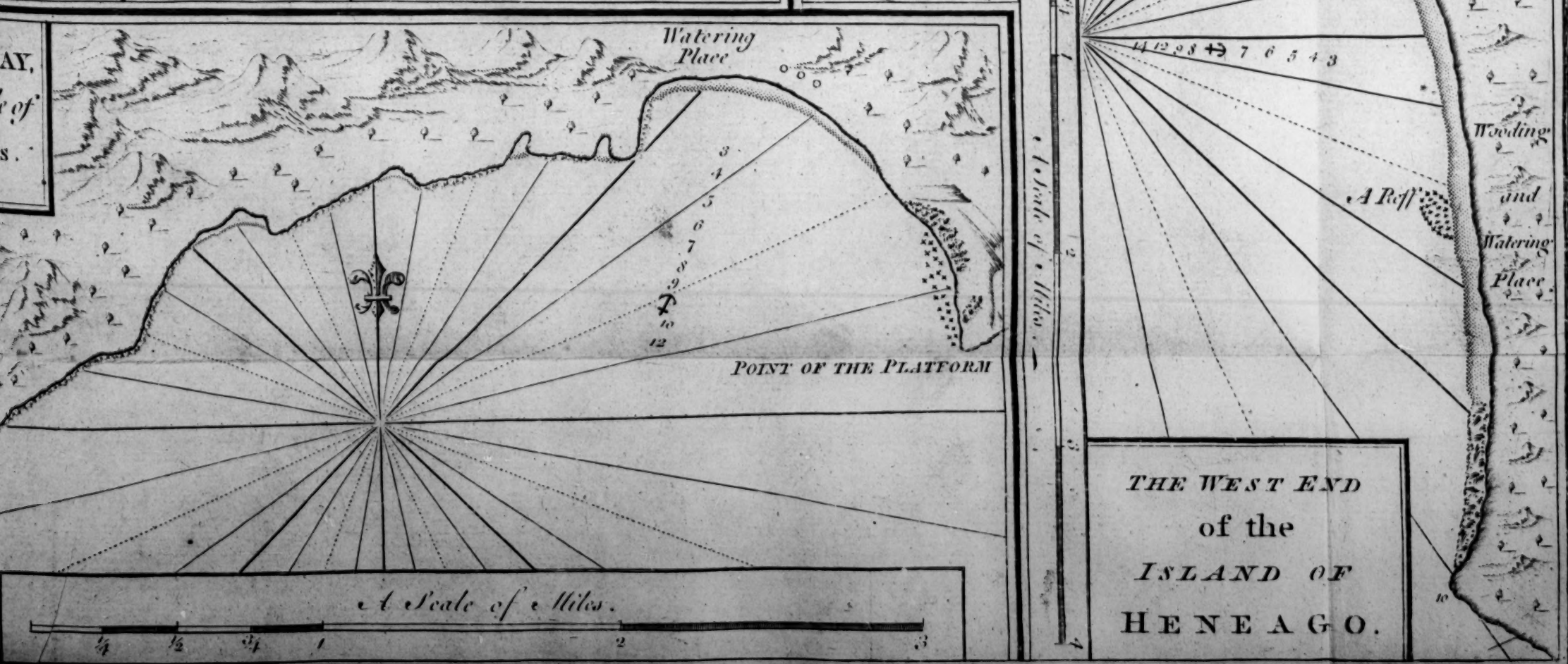
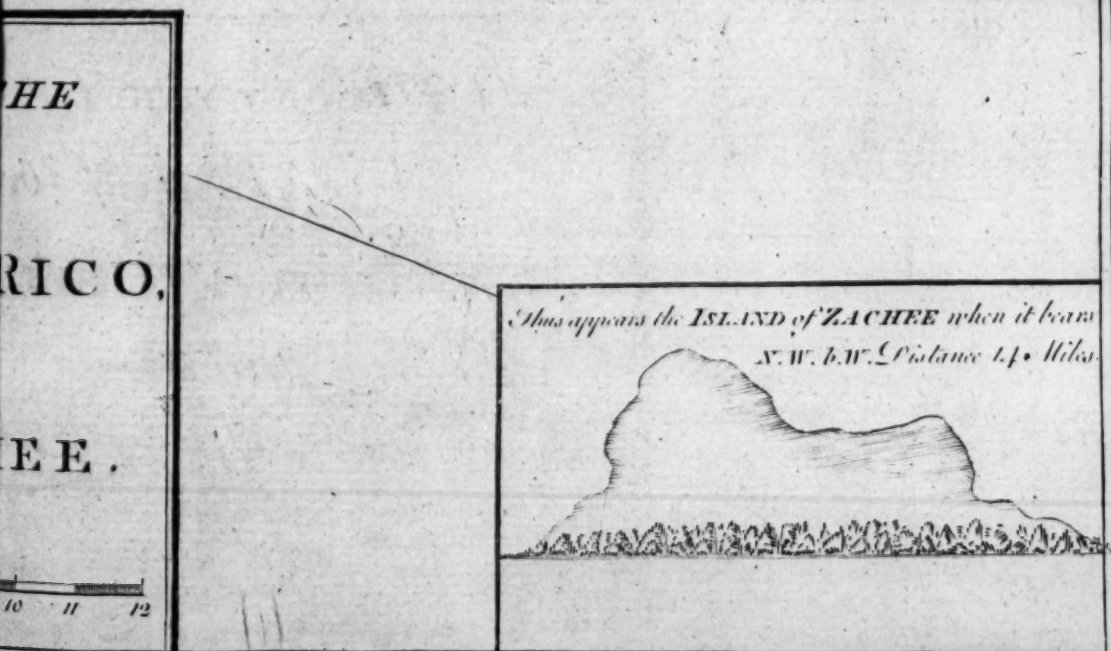
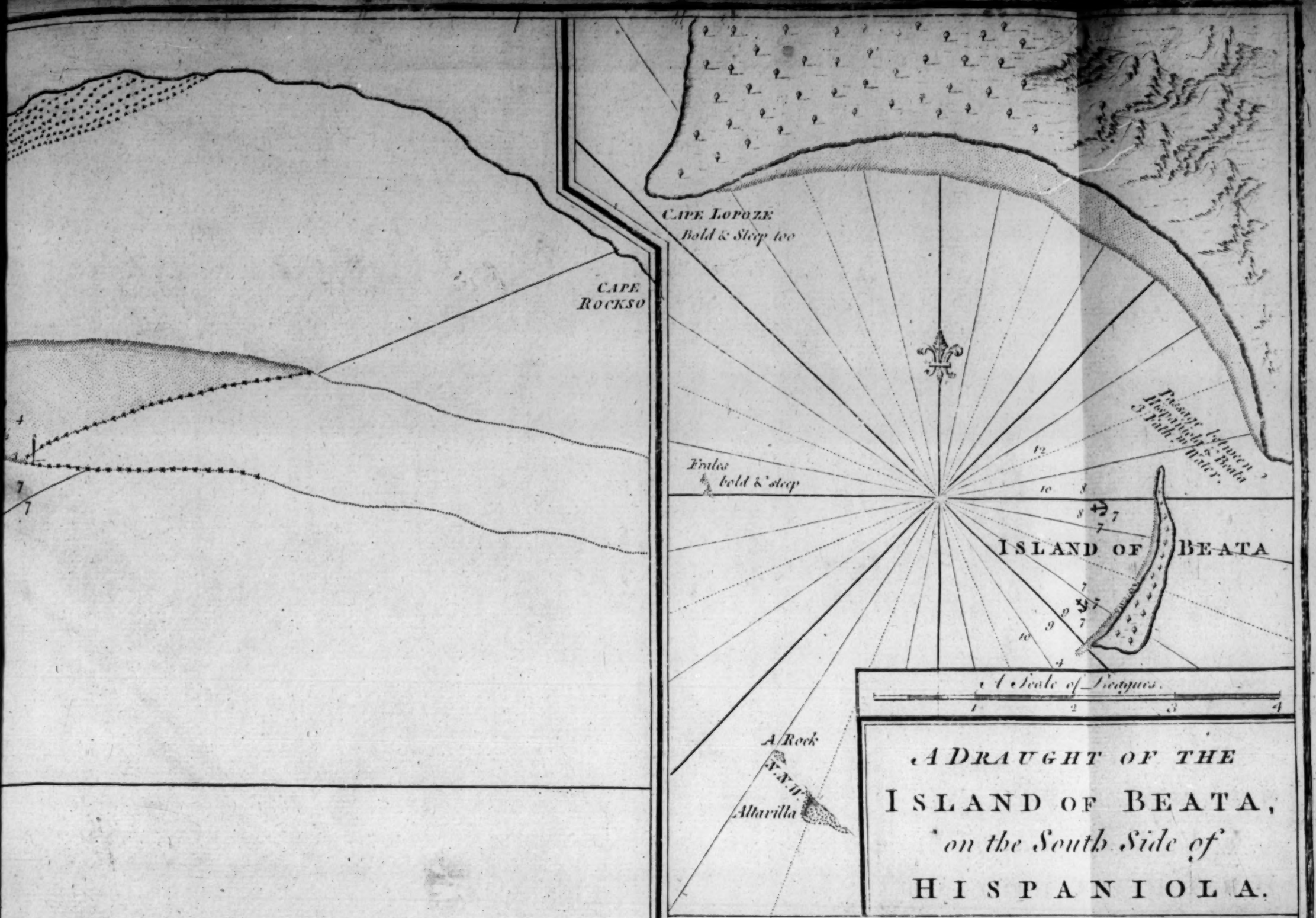
A Description of the harbour *Havanna*.

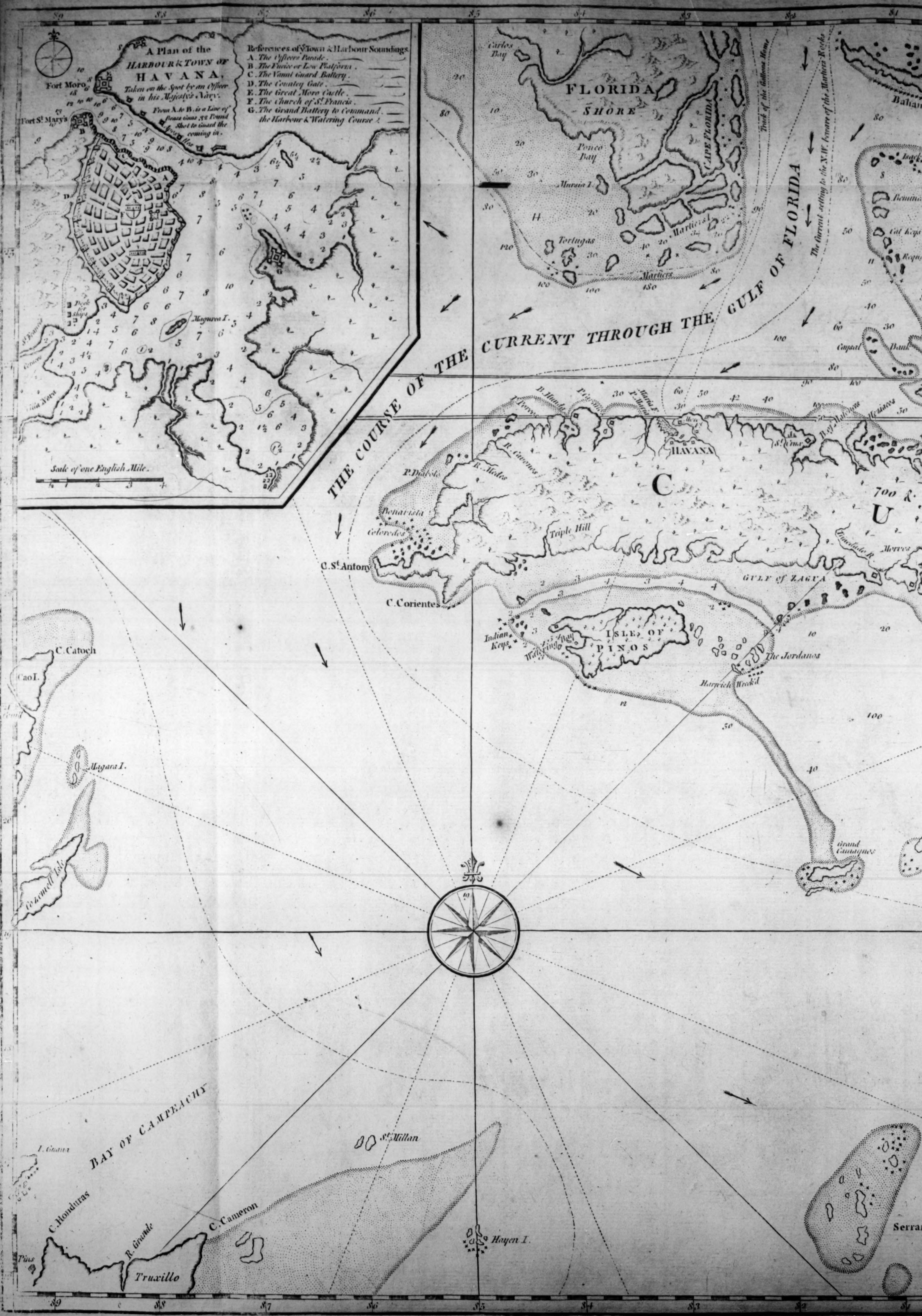
The *Havanna* is 22 leagues to the westward of *Matanzas*; point *Cabanas* from the *Havanna* 18 leagues: Bay *Hondas* west from *Cabanas* 4 leagues; *Looe Key* is about latitude 24 30N. bears from the *Matanzas* or *Metances*, westward of N. 25 leagues. *Key Sel* from the *Metances*, ENE. 22 leag. *Havanna* from *Looe Key* SW. by S. 32 leagues. *North Key* of *Cuba* from *Metances* E. 19 or 20 leagues.

The *Havanna* is a spacious and commodious harbour, and the best of the whole island *Cuba*, being at the entrance narrow, but when in it, it is very wide and broad, altho' in the entrance 2 or 3 ships can hardly go in a-breast of each other; the best of

the channel in the middle, there laying a small flat off from both points. There is a harbour good for ships, both great and small, and were there a hundred sail without anchor or cable, they might lie without fear or danger; for which reason the King has given order, that the *Spanish* ships from all parts of the *Indies* should there meet, make up their fleet, and come home together. The city is a little within the mouth of the river, and on the West-side. In the entrance of the river stands a high tower, where there is constant watch kept to give notice what ships are coming out of sea. And as many flags as are hung out from the tower, so many ships those of the city may understand are on the coast. On the East stands a castle on a shoal to clear the harbour, and no ships going either in or out can run out of command of their guns. When you are 3 or 4 leagues off to the northward of *Havanna*, you may see two round hommocks or hills, which lie far up in the country; they do not appear much above the other land. The draught of the harbour and city is as follows.







A New & Correct
CHART of CUBA.

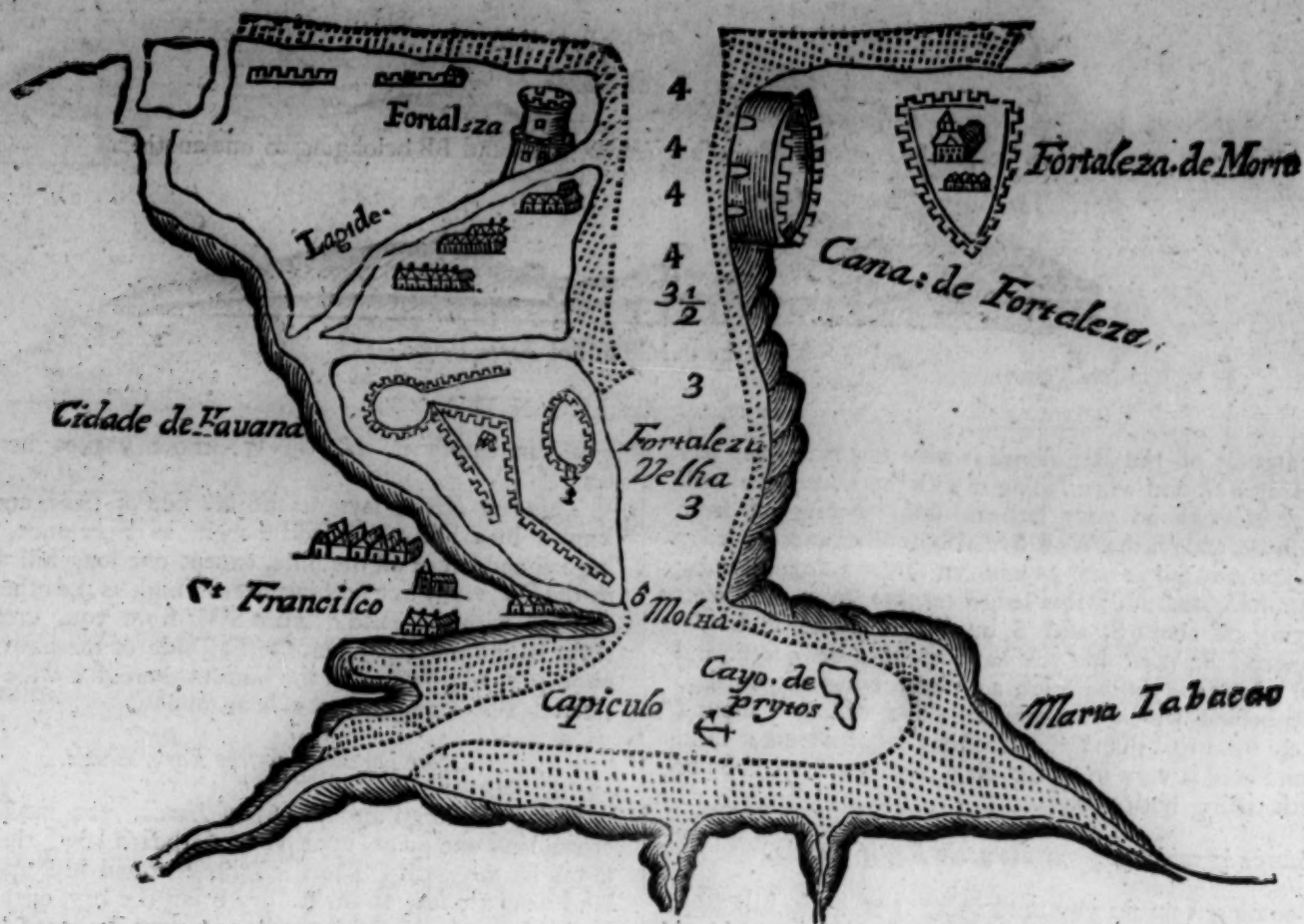
Streights of Bahama,
Windward Passage,
the Current through the
GULF of FLORIDA,
with the Soundings &c.

By an Officer in the Navy.
Sold by Mount & Page on Towerhill.



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To the Westward of the Havana lays Makanaro, then St. Anna and Baraccu, Monequesos, and Port Maria, to the westward of which lays Dominica, all which are places of no great traffic, and therefore little said thereof.

A Description of the Bay CAVANOS.

Cavanos is a very fine bay to sail into, and a fair coast as far as Porto Maria, having on the entrance thereof 4 or 5 fathom water, and within 8 or 10 fathom, it is a wide and deep bay, having room enough for many hundred sail of ships.



Thus appears the coast of Cuba, when the Havana bears SW. by S. about a league from the land, then will that hill which seems hackled bear S. from you, and then you can but just discern Missa Maria.

A The entrance of Cavanos, the letters AA must be joined together. This is called Missa de Maria.

O is the hill of Rio del Porca.



This belongs to the following figure, the letters BB must be joined together.



B Thus appears the coast of Cuba, about Porto Cavanos, the harbour being SSW. 4 leagues from you the Missa Maria will bear SE. This place is in the latitude of 23 deg. 4 min
The Makings of the Land about the Bay of HONDA.
The Cock's Comb.



Thus appears the land both to the E. ward and S. ward of the Bay Honda. The Letters AA must be joined together.



The entrance of the Bay Honda.

The Letters BB must be joined.



B

The hill with the saddle bearing SW. from you
The Cock's Comb by Cavanos.



Saddle Hill



M.

A Description of the Island of Cuba.

Thus appears the land before the entrance of the bay Honda. AA and BB belonging to one another.



B

This is the saddle hill of Porto Porca.

A Description of the Bay H O N D A.

The entrance of the Bay Honda is wide and large, the bay reaches S. and N. and when sailing in with this course, you will see a ledge of rocks on your larboard-side, reaching off from the East shore, and on the West side also reaches another ledge to which you may sail as near as you can throw a stone, leaving it on your starboard-side; this ledge reaches from the West point, laying off about S. and S by W. a musket-shot. In the entrance of the West-side you have about 4 or 5 fath. and being got a little in, you will see an island lying on your larboard-side behind which you may sail, and will find about 4 fath. water, from that island also reaches a flat of a musket shot. The ground here is very steep and clay, having neither ebb nor flood worth taking notice of.

Marks by which you may know the Bay of Honda.

When coming from sea you must bring the high hill with the flat dent in the middle to bear South West from you, being the highest hill thereabouts, when you can see no higher land, only one long flat hill to the Westward of the same, but nothing near so high.

When you are before the entrance of the bay, you can see to the Westward no high land; the outermost high land towards the East is a hill with 4 or 5 dents together, appearing like a Cock's comb; when you bring the hill to bear SE. and the Saddle hill W. then you are right before the entrance of the bay, which then bearing S. and S. by W. from you, you cannot go in there till the sea breeze comes in, about ten o'clock in the morning.

Note

The saddle hills lay behind the river del Porca, and the hill which appears like a Cock's comb lay behind Porto Cavanna.

Advertisement

Take notice, that almost every where in this place the water with the last breeze run out and in with the sea breeze. There lays in the bay a certain island, in which there is a spring or well, out of which you may have 2 or 3 tuns of water before

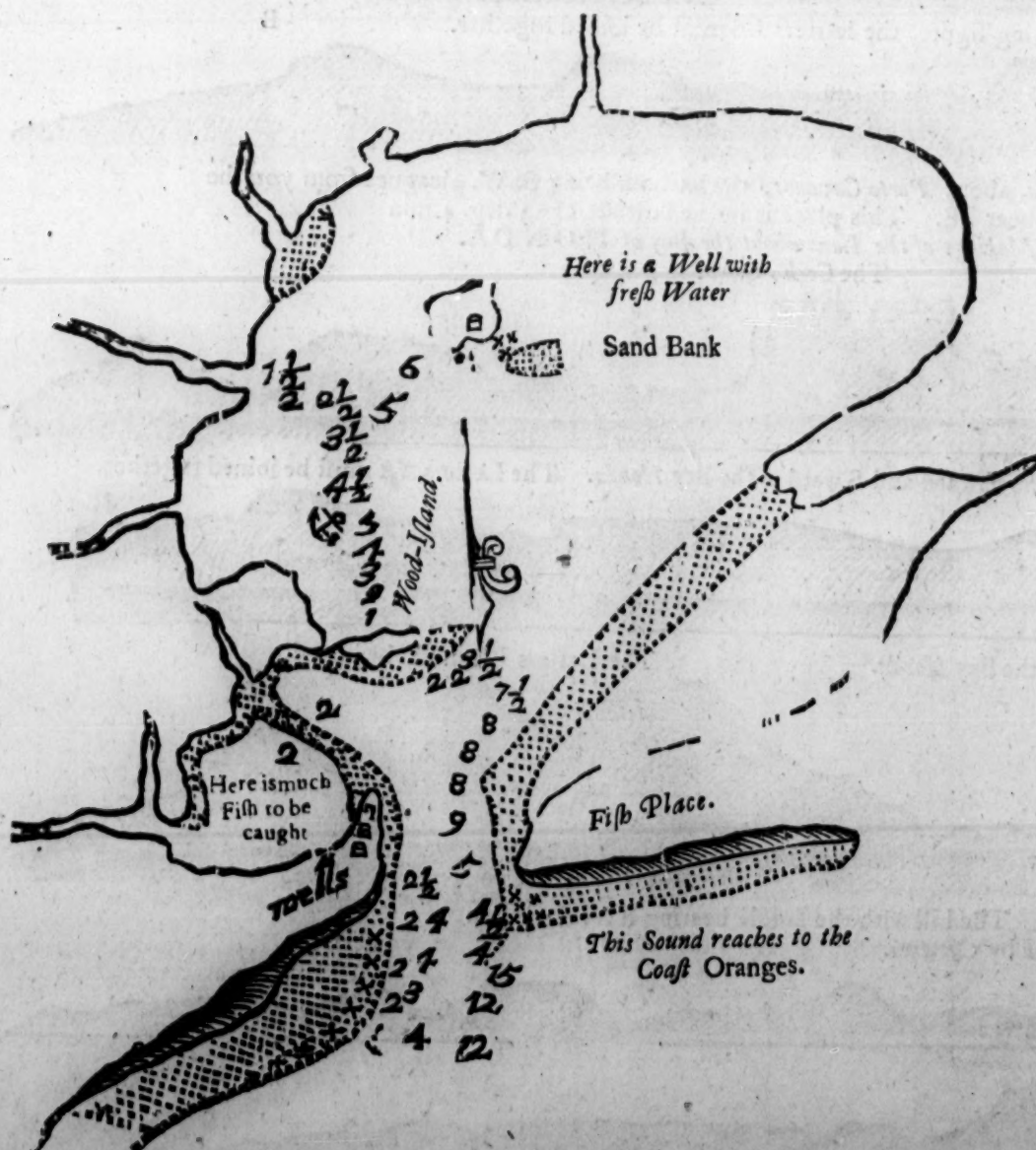
you can empty it. A WNW. moon makes here a full sea.

This bay Honda lays on the N. side of Cuba, and may be known by a hill with a saddle on it, in appearance, being the highest and last of all the hills, except one long hill which lays to the W. ward, but nothing near so high as the other. When this hill with the saddle bears SW. from you, then are you right before the bay. On the East side of the bay is good anchor ground; having in the bottom thereof a wide and deep river. The draught thereof is as follows.

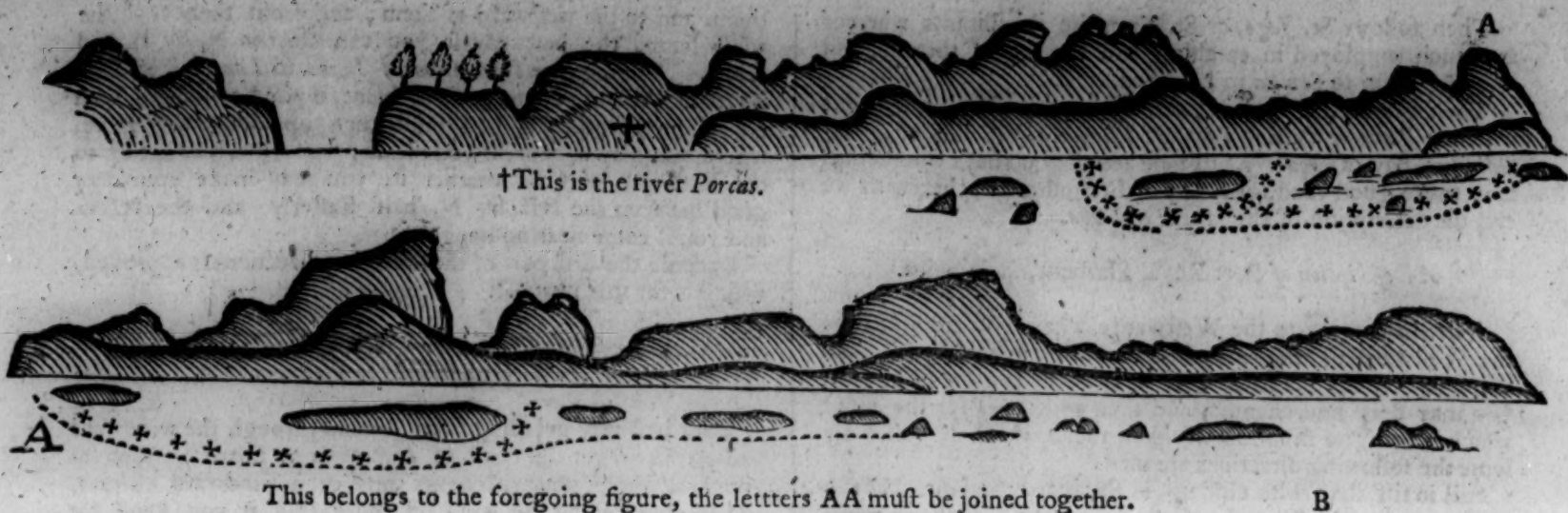
Other Directions for the Bay of Honda.

If you would go into the bay of Honda, you must keep the crown land one point upon your starboard bow, the E.ermost shore is the best. There is a little round hill upon the low land near the sea, on the E. side, bring the bay open and steer in, having two-thirds of the bay on your starboard-bow, keep that close on board, and luff into the E. ward a cable's length or two, and let go your anchor, then are you over against the watering place, upon or close by the white sandy point. At your going in, you have 4 or 5 fathom, but let your anchor go in 8 or 9. The middle river is three leagues to the W. ward of this place, between them the shore is bold, but there is a riff which runs from the W. point, and runs close in with the shore as far as the E.ermost ragged ground of St. Lucia, which is 5 leagues to the W. ward of Rio de Porcas, which is to the W. ward of the middle river 2 leagues. At the W. end of St. Lucia it closes with the land, and joins with the Collorados. If you run close along the riff, you will see the opening between the breakers of St. Lucia; after you are got in, luff to the E. ward until you have shut the E.ermost breakers with the Westermost breakers, which you will do in a mile or thereabouts; between the breakers you will find 3, 4, or 5 fath. and when you are in, anchor at the same depth. From St. Lucia you have 20 leagues run to Collorados, your course must be W. by S. nearest, then must you steer away SSW. Here you will find the current set away to the E. ward 13 miles a watch, but very uncertain.

A Draught of the Bay of H O N D A.



This is the Bay of Porto Porcas, upon the Island Cuba.



When the East point of O bears E. by S. from you, and the point C S. by E. the land appears as above by the draught; the Letters must be joined together.

From *Rio del Porca* to the E. ward the coast reaches NE. about 9 leagues, being full of small islands, rocks and shoals, so that you cannot without danger come nearer than within 2 leagues of the shore.

To the eastward of *Rio del Porca* the land is high, hackled and rough, and to the W. ward of the country is very hilly, and there the bay of *Porca* goes in rounding, where you will see three little islands almost adjoining to the land. On the West side of the entrance, there are other islands also, but they are much bigger than these. To the N. ward of them you must sail in, and also on the east-side close to the land is another island, which like the rest is round about foul and rocky, and the coast likewise, but the bay is good and clear ground throughout.

When you have the river *Porca* bearing south from you, then you will see a hill directly away with the river *Upland*, in keeping which, sailing right with it, you will not miss coming right with the river; on the west side of the river is a long flat hill somewhat descending.

The coast there reaches as far as you can see E. by N. and ENE. with a great ledge of rocks lying along the shore, so that as aforesaid, you must give distance between you and the shore, especially by night, and take notice that hereabouts with

spring tides the wind commonly blows hard for 7 or 8 days together. And when the sun is got to the S. ward of the equinoctial you have there the best weather, and the more S. erly the better. This bay is in the latitude of 22 deg. 30 min. north.

From the river Porto Porca Westward.

On the W. side of *Porto Porca* lay 3 or 4 small islands, behind which is a little river called *Rio Medio*, to the W. ward of that river is the river called *Rio Blanco*, and point *Abales*.

To the westward of point *Abales* are several islands, which are called *Caio de Bonavista*; and from thence Southward to cape *St. Anthony*, the shore is wholly environed with rocks and shoals, together with some other small islands, viz. *Isla Colorado* and *Caylenos*, near cape *St. Anthony*.

A Description of Cape St. Anthony.

Cape *St. Anthony* is low land full of shrubs and trees without hills, the coast also not so dangerous as to the eastward thereof to the bay of *Porto Porca*, the appearance thereof coming from the sea is as follows.



Thus appears cape *St. Anthony* when it bears N. about 2 leagues from you, being full of shrubs and trees.



Thus appears cape *St. Anthony*, when it bears NNE. about 2 leagues off.



Thus appears cape *St. Anthony* when it bears NE. from you.

A Description of cape Corrientas to the Eastward of cape St. Anthony.

Cape *Corrientas* in appearance is much like cape *St. Anthony*, low land, and likewise full of small trees and shrubs. Between these two capes you will find a small lake, where is good fresh water to be had; the appearance thereof coming from the sea is as follows.



Thus appears cape *Corrientas*, when you are bound a league off shore, laying in the latitude of 21 deg. 28 min.

A Description of Isla Pinos.

Isla de Pinos is on the south side of the island *Cuba*, being pretty long, reaching about E. and W. the highest part thereof full of small hills, and when coming near it at high water seems to be three islands. The island is low land, where you may have good fresh water and firewood. There is good store of beasts, as cows, bulls and such like, which the *Spaniards* kill only for their hides, who come from *Cuba*, and other places to buy them.

Between *Isla Pinos* and the island *Cuba* are several islands and rocks, and to the Eastward those called *Los Hermanos*; and on the coast before the point *Xagua* also several islands and rocks along the coast, to *Xagua Gattus* and *St. Cruix*. Then follows *Lagorana*, where the coast is every where very low and flat, full of small islands, which are called *Caio Baxo*, reaching round about, and before the bay of *St. Julian*. And for the south side of *Cuba*, we have little else to say, it being not much frequented (and therefore can give little description thereof) because of a bad coast full of rocks and shoals, except by small

vessels, who resort thither for the trade of hides, transporting them to places where ships frequent. The appearance of the island is as in the draught.

A Description of Cape de Cruiz.

Cape *de Cruiz* is very steep, especially towards the sea side, the top thereof flat, and even like a table; and at a great distance seems to be an island, and not adjoining to the land. From the shoal reaches a cape S. ward off to the sea, of which you ought to have a special care, and not stand in too near to the cape, the shoal sometimes ebbing quite dry, from thence failing to the E. ward you will have all high land.

To the E. ward of the cape are two or three good harbours. The first is called *Porta Portilla*, and the next *Guana Sevilla* which are very convenient and commodious harbours, where you may lay sheltered in all winds. You will find in the entrance of them 3 or 4 fathom water; the places afford good diet, to wit, cattle, tortoise, and good store of fish.

Then

Then follows St. Yago, or St. Yago, the inhabitants whereof are much employed in catching and turning of tortoise, and carrying them to *Sevilla* to be dried.

Then follows the river *Signes*, and point *Machanam*, next which is *Porto de Palma*, *Porto de Escondido*, the bay of *Escondido*, and bay of *Tequerry*. These are all good bays where ships may make good road, having good refreshment, therewith we end the description of the island of *Cuba*.

A Description of Port Royal Harbour, in Jamaica.

Note. In coming to the Westward, when you are shut into the Westward of *Plumb Point*, keep the main aboard, and come in between the town and the key that is a-breast of you; you may keep mid channel, and then edge over for the point which is steep, to shun some sunken rocks which lie off. By some the following directions are used.

Sail in till the white cliff up in the country about *Tallab's* point may be a little to the Eastward of the point, and when you are in with the shore stand away NW. by W. and WNW. keeping about two miles from it. Sail between the keys that lie off the shore and the main, giving them a birth of two thirds of the channel, keeping *Salt Pond* point W. by N. from you, which will then be in the middle of the town of *Port Royal*, then sail about point *Port Royal* a cable's length off the fort, leaving it on your starboard side, and anchor in the harbour, in 9 fathoms oozy ground. *Port Royal* fort bearing over with a high point of land above *Tallab* point East. *Plumb* point ENE. and *Salt Pond Hill* W. by N.

Directions for Port Morant.

In sailing into *Port Morant* harbour you must keep in North by West, and the white cliff under the yellow hills on the larboard side NNW. three leagues, this channel is very narrow, therefore requires a great deal of care. Here runs a point of land to the Eastward, which is low, but to the Westward very high and mountainous. Here is a small river, but very good water, which proceeds from a rock about eight miles up the country; those that water here must pay three shillings and sixpence a man.

From the E. point of Jamaica, near S. are 3 little islands, surrounded with rocks and shoals, and are called *Morant Keys*, and S. from *Ola Harbour* about 12 leagues, lay *Pedro* keys and shoals, reaching off for the most part E. and W. near 15 leag. in length. Then follows the shoal to the Westward about 25 leagues, called *Saranilla*, the N.ermost part of which bears almost East and West with *Binara*, from thence to the West is another called *Samila*.

Observe, that in running thro' *Pedro* shoals, you will see several spots and breaches SW. about 5 leagues from the keys, and round breaches SW. by W. 2 leagues from them.

The breaches are about a cable's length, which, when you come a-breast of, as far as you can see from the mast head, you will see a very large tract of breakers, bearing about SW. by W. and WSW. from you about 5 leagues, and 5 leag. from that, you will see a round spot that breaks pretty high, and is the W.ermost breach on the shoal (which when you are got to the westward of, about 5 leagues) you may haul gradually over in 9, 10, 11 fathom, and sometimes overfalls, where you have no ground. In running down before the wind, you must give these breakers a good birth, and come no nearer than 9 fathom at least, the banks are very steep all along. In hauling a little to the Southward you have very deep water; they are in length about 25 leagues, being nearest SW. by W. it is said by some pilots, that where you do not see it break, you may run over the shoals any where, and not find less than 3 or 4 fathom, but I advise no stranger to make the trial.

Note. East about 5 miles from the East-end of *Pedro* shoal is *Portland Key*, being a single key, it is a little higher than *Drunken Man's Key* off *Port Royal*; it has small bushes on it, a mile from the key or knowls of 14 or 15 fathom water.

N.W. by W. from Jamaica lay the islands *Caimanos* bearing W. somewhat Northerly from Cape de *Cruz*, from whence the *English* have great store of turtles daily brought. The E.ermost of the islands is called *Little Caimanos*, having on the NW. side thereof a fine bay; from the point thereof reacheth two shoals NW. off into the sea.

You have a fuller description of this in the general directions given for sailing from Jamaica through the gulph of *Florida*.

St. Yago bears from the E. end of Jamaica about N. 37 leag.

Cape *Donna Maria* distant from Jamaica E. end 30 or 32 leagues, E. by N. half N.

Directions for sailing through the Windward Passage.

When you get up with cape *Nicholas* or *Hispaniola*, I advise you to make *Heneago*, which will be the surest way to trust to. Your course will be from the cape N. by W. distant about 18 leag. and at the W. end you may anchor in a bight which will be open to you; and from thence my advice is to sail in the evening and direct your course NNW. or between N. by W. and NNW. for the current may deceive you. The islands of *Heneago* are of a great length; If you sail so high Easterly, that you cannot see the West-end, sail down along the shore, and at the West end you will see low keys; you may go between the shore and

them, and to the westward of them; and from thence, if the wind serve, the best course you can steer is N. by E. and NNE. The distance from *Crooked Island* to *Long Island*, is 6 leagues. When you make *Long Island*, if you be upon a North course, or thereabouts, you must turn up along the shore; where you may anchor, if you please; but when you get up to the East-end, and can weather it, you may make your way good between the NE. by N. half Easterly, and the NNE. and you'll come near no danger.

By some the first part of the following directions is approved, which is for this purpose.

Directions for sailing through the Windward passage, and amongst the Bahama Islands to Exuma.

Your best way in sailing from Jamaica through the windward passage, is to get the coast of *Hispaniola* on board as soon as you can, where you will never miss of a windward current, and in the evening the wind off shore; but if you stand for *Cuba*, and cannot fetch within 7 or 8 leagues of cape *Maize*, you will find a very strong current, and little favour from the wind. And when by these directions you are come up with Cape *Maize*, having it W. off from you, your course is N. half West 37 leagues, which will bring you fair in with the West-end of *Crooked Island*, your steering that course need not fear the *Hogflies*, for you will pass to the westward of them.

From the west-end of *Crooked Island*, your course is North about 18 leagues, which will give you the length of *Crooked Island*, and from thence steer away N. and that will carry you to sea clear of all danger; but if you are bound to *Exuma*, you must direct your course from the N. end of *Crooked Island* to Rum Key; your course thither is NW. half W. distant about 30 leag; from thence direct your course for *Long Island*, which is W. a little Southerly; a NW. course carries you clear of it. About 6 leagues from the NW. end of *Long Island* to the keys before the last pond at *Exuma*, the course is W. half S. distant about 8 leagues. The NW. part of *Long Island* bears NE. 8 leagues from *Exuma*. Harbour island bears from Egg island E. by N. N.erly about 8 leagues. If you are bound from *Exuma* to *Providence*, you must make your way for the ship channel, which is between *Cat Island* and *Illuthera*; your course from *Exuma* thither is NNW. distant 22 leag. And so you may proceed to the N. W. ward along the island *Illuthera*, but the nearest cut is over the grand *Bahama* bank from *Exuma*. To go this way your course is WNW. or rather NW. by W. about 40 leagues, which will bring you to the edge of the bank. From hence you may pass over the bank in 2 or 2 rathom and a half, and in some holes 3 fathoms; you must keep a good look out, for fear of sunken rocks, that in some places lay very thick, they are easily seen before you come at them, the water being very clear, and they steep too. In anchoring here in the night chuse a good sandy birth, the distance over the bank is about 10 leagues.

If you are bound to *Providence*, from the continent of *America*, your surest way is to make *Illuthera*, whose Easting is about 30 leag. from the cape of *Virginia*, endeavouring to fall in with *Illuthera* in the lat. of about 25 deg. 30 min. N. which will bring you about 9 leagues from the west point of *Illuthera*. The land hereabouts is very remarkable, it having two white spots, cliffs, or sand-hills, they being upon the highest land, a large ship's length from each other, they are called the *Alabusters*. Also 3 leagues NW. by W. from them along shore, you will see a hill resembling a *Dutchman's* thumb cap, with broken land near it, and a cut or gap, as if there was a passage through, called the *Cow* and *Bull*, the island is very narrow here. From thence steer NW. by W. about 4 leag. and you will see an island with several small keys to the Northward called *Harbour Island*, with a passage in at the South-end for small vessels, having a fine clear sandy bay, with curious green water. At the North-end of the aforesaid keys there is a ledge of rocks, laying about 2 miles off, by day-light very visible, which be very careful to shun; from thence your course is W. and W. by S. about the land 2 leagues. You will find another ledge of rocks, which lays from the shore a large league, also visible; you may see these rocks under you in fifteen fathom (if you borrow near to them.) About 5 miles from thence WSW. half S. lays another ledge, which is at least 5 miles from the shore. From thence your course to *Providence* is SW. about 14 leag. the stream is generally setting to leeward; if you keep up SW. by S. you cannot well pass by it, without seeing the houses on the shore, on the hill near the tower stands a church, you may plainly see it 4 leagues off. Stand in with it, within a mile and a half of the shore, then you may see *Hog-Island*, which makes the harbour, bear down along by it, till you come close aboard the W point; then luff in within a cable's length of it, and you will presently come in 4 fathoms water. If it is tide of ebb you must anchor, if flood you may turn up, taking care to shun a reef of sand which comes away from *Hog Island*, and stretches clear up the harbour above the castle half a mile, the channel lays nearest the castle, being about two cables length broad. You may anchor above the castle in 3 fathom at low water, sandy ground.

If you are bound from *Providence* through the gulph, your course to *Berry* islands to weather them, is NNW. distant 18 leagues. From *Berry* islands to the Grand *Bahama*, the course

course is NW. by N. distant 33 leagues, which will bring you about 7 leagues to the Westward of the West end of *Grand Bahama*, steer away NW. about 8 or 9 leagues, then you may steer NNW.

General Directions for sailing from Jamaica, through the Gulph of Florida.

Note. That upon the full and change, the currents set so strong to the northward between the leeward islands and *Jamaica*, that the allowance of the miles in the hundred is scarce sufficient. From *Port Royal* harbour to *Portland Point*, the course is SW. about 10 leagues; give this point a birth, and then steer to the west end of *Jamaica*; your course thither is about west by north 26 leagues. This west end of *Jamaica* is pretty low land.

Note. All along from *Port Royal* to point *Negril*, within four leagues of the shore, you have from 16 to 20 fathom. From hence direct your course from the *Grand Camaines*, which lies from the west point of *Jamaica* WNW. about 46 or 47 leagues. The *Grand Camaines* is a large island being low and smooth land, with trees on the top, the shore is bold: There is good anchoring in the bay on the N. side, as also on the west end of the island; ENE. about 20 leagues from the *Grand Camaines*, lie two other islands, the one is called *Little Camaines*, and the westernmost *Camain Brack*; these islands, as also the *Grand Camaines*, are much frequented by the people of *Jamaica* to catch *Turtle*, with which these islands are well stored. From the *Grand Camaines* it is usual for ships to direct their course for the island of *Pines*, endeavouring to sail somewhat to the westward. In doing of which be sure to haul westerly enough, at least a point of the compass more westerly than the draught lays it down, by reason the current that sets strong to the N. ward, out of the bay of *Honduras*, which, if you take no notice of, will set you upon the *Jardines*, which are very dangerous shoals and rocks. From hence direct for *Cape Corrientas*, your course thither being west about 18 leagues. *Cape Corrientas* is low smooth land with trees on the top, as is all the west end of *Cuba*, on both sides for many leagues to the westward, having not any notable hill, valleys or hommocks, and therefore it is very hard, if not impossible to distinguish one part from the other. From *Corrientas* steer away WNW. about 15 leagues which will carry you about five leagues to the westward of *Cape St. Anthony*, and clear of the shoal of *Cape Anthony*; this shoal runs along the shore both to the southward and northward, but it is not very dangerous. This cape may be known by two or three round large black look out houses on the south side near it, from the aforesaid distance of 5 leagues to the westward of *Cape Anthony* steer away N. or N. by E. about 20 or 25 leagues but take care you do not steer too much easterly for fear of the *Coloradoes*, which are dangerous rocks; but when you have steered north or north by east, about 20 or 25 leagues from *Cape St. Anthony*, you may venture to stand away east, or east by south, ranging along the *Cuba* shore if you can.

Captain STREET's account of the Coloradoes.

We took our departure from 4 or 5 leagues a-breast of *cape St. Anthony*, and made our way good NE. by N. 15 leagues, and then fell upon the *Coloradoes* in 3 fathom water; they were about me dry in several places, without any distinction of swell or breaches; we saw flocks of pelicans sitting on the red white sand. In this place we could see no dry land from the top-mast-head, though very clear weather, but we saw to the eastward of us 3 hommocks on *Cuba*. The innermost or highest bearing east by north so near us, that we could see other hommocks within and without these three, and low land tending away from the innermost hommocks to the southward, and likewise the hommocks almost to join with the low land between them. All this we could see on deck, or but two or three rattlings up, but the 3 aforesaid hommocks we raised upon deck, when we were about 8 or 10 leagues off our aforesaid station of 5 leagues to the westward of *cape St. Anthony*. As soon as you get so far easterly as to bring the first high land on *Cuba* a-breast of you, you may reckon yourself clear of the *Coloradoes*, to the eastward of them, though it is said they spit up as high as the *Havannah*, but if so, it is but a small distance from the shore. Take this one more observation of the *Coloradoes*, that when you depart from *Cape St. Anthony*, steer no nearer the east than before directed, and when you think you are near them, keep then your lead going, for there is good gradual shoaling on them, at first coming on them, excellent sucking oazy ground, and then sand.

When you are on the north side of *Cuba*, bound through the gulph, do not venture to steer for the gulph, till you are as far easterly as the bay *Matanzas*, or at least as far easterly as the *Havannah*, for if you would venture to put over sooner, you may chance to be put to the W. ward of *C. Florida*, and then it will be troublesome getting into the gulph; the S. part of *Florida* is low smooth land, like the *Grand Camaines*, or the west end of *Cuba*: And so it is all along to the northward, only the south part is somewhat more evenly level than the north: The south part of the coast lies along E. by N. and ENE. and then N. with breaches all along the coast, a good distance from

the shore; between the shoals and the shore the water is seemingly white, but it does not shoal so far off, but that you may venture to make the land if the weather be clear. There is a strong current running to the gulph of *Florida*, and setting continually to the northward, without any rippling or whirling, or any other distinction than in the main ocean.

General Directions for sailing from Jamaica, to the Westward into the Bay of Mexico. By Captain Bond.

Note. If you are bound from *Jamaica* to the westward, the best way is to direct your course S. 60 or 70 leagues before you edge about to the westward, for fear of the shoals that lie to the S. ward, or may (keeping nearer the shore) direct your course as by the former directions from *Jamaica* to the island of *Pines*, or *Cape Corrientas*, from *Cape Corrientas* steer for *Cape Catoche*, your course thither is W. by S. about 42 or 43 leagues. Between these two capes the current sets very strong to the eastward upon the new and full moon; and when you are got upon the bank of *cape Catoche*, which bank stretches to the northward from *cape Catoche* at least 25 or 30 leagues, as also to the westward near 140 leagues, there are gradual soundings on this bank to the shore, along which you may steer in 5 fathom, and on occasion, may haul off in 7 or 8; the common tract is to haul along the bank in 14 fathom water, and so to keep in that depth till you get the length of the *cape Discondido*, whose distance from *cape Catoche*, is about 90 leagues by sea. Here morning and evening are very good *Porcas* fish to be caught in abundance. If you should meet with contrary winds, have a care you are not set too much to the northward; in plying to the W. ward be sure you exceed not 17 fathom, for if you allow yourself to go so far to the N. ward as 17 or 18 fathom, you are in great danger of the *Alcranes*; there being that depth close by them, and the next east alfore; therefore keep well to the S. ward 14 fathom as before-said. a good depth; but be sure not to exceed 16, then you need not fear, for that will keep well within the *Alcranes*; if you would go between the shoals *Sisall* and the main, you must keep in 7 fathom water, and that will carry you clear of them to the S. ward. If you go so far to the N. ward as 9 fath. you run on them: But round the *C. Discondido* in, from 7 to 9 fath. but exceed not 19 fath. for in sailing less than one mile more N. westerly, you will deepen your water to 25 fath. and then the next you may chance to be a-shore either on the *Triangles* of the *Arucas*, there being that depth close by them: but the aforesaid depth of 19 fath. will keep you within them. The coast from *C. Catoche* to *C. Discondido* is all along very low, and so continues as far as *Trist*; you may just see it in 5 fath. water. If you are bound for *Vera Cruz*, steer for *Discondido* SW. by W. half W. about 160 leagues, a-cross the great bay of *Campeachy*, which will bring you to a mountain called *St. Martin*, being very high and peaked, and may be seen 20 or 25 leagues at sea; under this mountain there is a cape island called rocks *Portito*, from thence steer away NW. by W. to haul without the *Cabeles* if by night, haul no nearer in than 35, 36 or 37 fathom water, for being in 32 or 33 about 3 miles off them, you will find the current setting on them. From the *Cabeles* to the entrance of *Vera Cruz*, your course is SW. by S. and SW. till you see the island *Branco* on your starboard side, keeping the said course, and steering for the main, you will discover the island *Sacrifice*, leaving this island on the starboard side, you may make good road between that and the main in 7 or 8 fathom water, being then about three miles and a half from *St. John de Elva* whither you may go by the assistance of a pilot into that road. But to proceed for the most ready way for *Vera Cruz*, you must leave all these shoals that lie to the E. ward of *St. John de Elva* on your larboard side, coming no nearer than in 7 fath. water, until you luff round the sand called *Galego*, and so proceed that way to the road of *St. John de Elva* which lies between the town and castle, where you moor under the castle wall in 4 or 5 fathom water. The latitude of *Vera Cruz* is exactly 19 degrees 15 minutes. From *Vera Cruz*, the current sets N. erly, as high as 27 deg. of lat. along the shore, and then it rounds the bay to the E. ward. As you ply along the N. shore to the eastward, you need not question standing in 60 fathom water, where you will have ground out of sight of land, as you ply to the eastward and are come nigh by your reckoning the dry *Tortugas*, keeping the tract you'll have from 50 to 25 fathom, by which you may judge yourself about 7 leagues from the dry *Tortugas*, then stretch over to the *Cuba* shore, and be sure to fetch weatherly enough off the *Coloradoes*, and ply along the *Cuba* shore, which I think the best side (by reason the current sets strongest on the *Florida* shore) and stand no nearer than 9 fathom water.

General Directions from cape Catoche, along the shore into the bay of Campeachy.

SSE. about 10 leagues from *cape Catoche*, between it and *Cozumel* lies a small island called by the *Spaniards* island *Mujeres*, or *Woman's Island*, about three leagues from *cape Catoche*, just against it is a small island called *Loggerhead-key*. *Cape Catoche* is very low land by the sea, but something higher up in the country

country, it is all overgrown with trees, especially logwood. The course from cape *Catoche* to cape *Condecedo*, is nearest West, the distance between them about 82 leagues, the coast between them being without any notable points or bays; it is woody by the shore, and full of small sands, bays, and lofty mangroves.

The first place of note to the W. ward of cape *Catoche* is a small hill by the sea, called the *Mount*, distant from the cape about fourteen leagues; it is very remarkable, because there is no other land in all this coast. Between this mount and cape *Condecedo*, are many little spots of mangrove trees, which at a distance appear like islands. The next place on this coast is *Rio de la Gartos*, bearing about midway between cape *Catoche* and cape *Condecedo*; this is also a very remarkable place, for here are two groves of high mangrove trees, one on each side of the river, by which it may be very well known; this river is but small, but deep enough for canoes, the water is good; here is no brook nor fresh water on all the coast, from cape *Catoche*, till within 3 or 4 leagues of *Campeachy* town. About 20 leagues NW. from cape *Condecedo* is a small island called by the *Spaniards*, *isla de Arenas*, but sometimes by the *English*, *Desarts*. The land from cape *Condecedo* tends away to the southward, making the bay of *Condecedo*. The bay of *Campeachy* is contained between cape *Condecedo* in the E. and *St. Martin's* in the west; the distance between these two points or capes is about 120 leagues, in which are many navigable rivers, wide lagunas, &c. of which in their order. From cape *Condecedo* to *Salima* is 14 or 15 leagues, the course is S. between these two places it is all a sandy bay, the land producing only scrubbed bushes: between these two places you may dig in the sand, and find very good water.

Salima is a very good harbour for barks, but there is not above six or seven feet water; and close by the sea, a little within the land, there is a salt water pond; from *Salima* to *Campeachy* town is about 20 leagues; the course is S. by W. the first four leagues of it, all along the coast, is drowned mangrove land; but about two miles from *Salima*, and about 200 yards from the sea there is a spring of fresh water; you may see a small dirty path that leads to it through the mangroves.

About NW. from *Hina* 26 or 30 leagues, and 50 leagues from *Campeachy*, lie 3 small low sandy islands, called the *Triangles*; on the south-side of these islands there is good anchoring, but there is neither wood nor water; they are call'd the *Triangles* as being situated in the form of a triangle. From *Hina* to *Campeachy* is about 6 leagues. *Campeachy* is a fair town in a small bay, it is the only town on all this coast between *Catoche* and *La Vera Cruz*; it makes a fine shew at sea, being all built with stone.

From *Campeachy* to *Port Royal* the course is SSW. or SW. by S. about eighteen or twenty leagues between them is low land and sandy bay, with some trees by the shore; there is but one river between them, called *Escondido*.

Port Royal has a broad entrance in a salt laguna of 9 or 10 leagues long, and three or four wide; the mouth of *Port Royal* has a bar whereon are nine or 10 feet; within the bar it is deep enough, and there is good anchoring on either side, the entrance is about one mile wide and two in length; it has fair sandy bays on each side, with good landing; ships commonly anchor on the weather or east side, both for the convenience of wells dug there on the bays, as also to ride more out of the tide, which here runs very strong; this place may be very well known, for from thence the land begins to tend away to the westward, and continues so to do for about 60 or 70 leagues. On the west side of this harbour is a low island, called *Port Royal Harbour*, this island's east side makes the west side of *Port Royal* river before spoken of, and the main the east side of the same river.

This island is about two miles wide, and about 3 leagues long, stretching east and west. The east side of this island is sandy. On the west side of this island is another small low island, called *Trist*, which is separated from *Port Royal* island only by a small salt water creek, scarce broad enough for a canoe to paddle up.

The island of *Trist* is in some places three miles wide, and is about 4 leagues in length, stretching east and west, the east end is swampy and full of mangroves, and on the south side much the same. At the West end of the island, close by the sea, you may dig in the sand five or six feet deep, and find good fresh water. If you dig too deep, you will not find the water brackish. Large ships may ride here in 6 or 7 fathom close by the shore to the west end of *Trist*, but small ships commonly run farther up the river; three leagues to the west end of *Trist* is made by *Trist* island on the east, and *Beef* island on the west, and is about three miles wide; it is shoal without, and has two channels to come at it, the deepest, at spring tides, has about 12 feet water; in the channel lies, near the middle of the mouth of the river, the bar is hard sand. The other channel which lies somewhat to the westward, has about 10 feet water, and lies near *Beef* island; you run in with the sea-breeze, and sound all the way, taking your soundings from *Beef* island shore; the bottom is oazy and it shoals gradually. Being shot in with *Beef* island, you will have three fathom; then you may stand over towards *Trist*, till you come near the shore, and there anchor where you please, for there is good anchoring any where within the bar, between *Trist* and *Beef* island.

The tide is much stronger here than at *Port Royal*, before spoken of. This river and *Port Royal* river, as also the small river between *Port Royal* island and *Trist*, run into each other, forming the islands of *Port Royal* and *Trist*, and run into a large laguna, which lies behind these islands. There are also several other small lagunas, that empty themselves into this great laguna. This great laguna is called by the *Spaniards* the *Laguna of Tides*, because they run here very strong; small vessels, as barks, periagoes, or canoes, may sail through this laguna, round the island of *Trist* and *Port Royal*, or in-between *Port Royal* island and the main, and out between *Trist* and *Beef* island they may also sail into the other small creeks and laguna, which empty themselves into this great laguna, of which there are many; the first of note is called *Somerset* and lies to the East-ermost part of the great laguna, as you come in at *Port Royal*. This creek, though but small, is big enough for periagoes to enter. West, about four or five leagues from *Somerset* river, lies a small key called *One Bush Key*; to the Southward against this key is a small creek, which is a very narrow running about a mile, and there opens into a large laguna, called *East Lake*; this lake runs N. and S. and is about three leagues long, and three and a half wide. At the SE. end of this lake there is another small creek, about a mile wide, running about 6 or 7 miles into the country. On both sides of this creek grows plenty of logwood; at the North end, about the middle of *East Laguna*, there is another small creek, like to that which comes out about *One Bush Key*, but less and shallower, which discharges itself into *Laguna Termina*, against a small key, called *Serle's Key*. On the W. side of *East Laguna* there is a small skirt of mangroves, which separates itself from another that runs parallel with it, which is called the *West Laguna*, which is about the bigness of the former. Towards the N. end of this Laguna runs a small creek, coming out of the E. Laguna, deep enough for small barks; coming out of the E. end of this Laguna, there is a small creek, whose mouth is about a mile wide, and half a mile from thence it divides itself into two branches, one called the *East*, the other the *West* branch, both deep enough for small barks; seven or eight miles upon the West side of the West branch, is a large pasture for cattle, about three miles from the creek's mouth.

This bottom of *Campeachy* bay, is in the lat. of 18 deg. N. The sea-breezes here on this coast, in fair weather, are at NNE. and N. and the land-winds at SE. and S. but in bad weather at ESE. a hard gale for 3 or 4 days together; the dry season begins in *September*, and holds till *April* or *May*, and then comes in the wet season, which begins with turnadoes. *Beef* island is about 7 leagues long, and 2 or 3 broad; it stretches East and W. the East end is low and drowned land. At the West end of this island is *St. Peter's* river, or *St. Peter St. Paul*; 3 leagues up this river on the E. side shoot a branch to the NE. which divides or parts this island from the main; on the S. this river runs to the SE. for a considerable way, and then runs into *Tobasco* river. *Tobasco* river lies from the river of *St. Peter St. Paul* West about seven leagues. The entrance of this river is no broader than the *Thames* at *Gravesend*; there is a bar at its entrance, the depth of which is about 11 or 12 feet. Vessels may pass over it well enough by the benefit of the tide, and after you are got in it is pretty broad, and has fifteen or sixteen feet water, and very good riding out of the danger of the tide. This river of *Tobasco* is the most remarkable of all the rivers in the bay of *Campeachy*; the river near its mouth abounds with catfish. From *Tobasco* river to *Chicapeque* or *Chiltepeque*, is seven leagues, the course is W. all along low land, and good anchoring: there is but indifferent landing here, the sea running high near the shore, but canoes may with care run in; there is no fresh water between *Tobasco* river and *Chicapeque*; this *Chicapeque* is rather a salt creek than a river, for the mouth of it is not above 20 paces wide, and not above 8 or nine feet water on the bar; but within 12 or 13 feet at low water, there is good riding for banks, about half a mile within this river's mouth. A league West from *Chicapeque* there is another river, called *Dos Bocas*; it is fit for canoes, it having a bar at its mouth, which is dangerous, but the privateers will run over it. From *Dos Bocas* to the river *Palmos* is only four leagues low land, and sandy bar between them; from river *Palmos* to *Halover*, is two leagues, from *Halover* to *St. Anne* is 6 leagues; *St. Anne* is an opening into a laguna, there are about 6 or 7 feet at the entrance; from *St. Anne* to *Tondello* is 5 leagues; the course still West, the land low, being a sandy bay between them; the R. *Tondello* is but narrow, yet capable of receiving barks of 50 or 60 tons. There is a bar at the entrance, and the channel is crooked. On the West side of the bar a spit of land shoots out; to avoid it, at your coming in, you must keep the East side aboard, and when once entered, you may run up 2 or 3 leagues to the E. side; about a quarter of a mile within the mouth you may lie secure. From *Tondello* to *Guafugwalph* is 8 leagues, the coast still West; all along is a sandy bay, and sand hills, such as between *St. Anne* and *Tondello*, only towards the West part the bank is lower. This is one of the principal rivers of this part; it is not half the breadth of *Tobasco* river, but deeper; its bar is less dangerous than any on the coast, having 14 feet water upon it, and but little sea within the bar; there is much more lofty oazy ground; near the head of this river, the river *Toguantopeque* has its rise, which falls into the *South Sea*; from the river *Guafugwalph*, or *Guafalcoada*, the land runs W. 2 or 3 leagues all

all low land, with sandy bays, and very woody in the country about three leagues to the W. of it the land away to the N. for about 16 leagues rising as you pass along higher, till you come to St. Martin's point, which is very high. From this high bluff to point Alvarado, the course is nearly W. distance about 20 leagues; the first 4 of it is high rocky shore, with steep cliffs to the sea, afterwards you will pass by very high sand hills by the shore. Here an extraordinary great sea comes in on the shore, which hinders boats from landing. The river Alvarado is about a mile over at the mouth, yet the entrance is but shoal, there being sand for two miles off the shore clear from side to side; but there are two channels in among the sands; the best of which is in the middle, and has 12 or 14 feet water. The land on the east side of the river's mouth is extreme high sand banks. From Alvarado to the river Cruz the coast lies along W. distance about 12 leagues.

A Description of the Gulph of Florida.

On the West of the cape lie several islands, which are called *Tartugas* or *Tortoise*, to the eastward of which, right before cape Florida, lie some other islands, called *Martyrs*, then reaches the coast north along, to the east thereof lie several shoals and banks, which, with the coast of Florida, make the channel of *Bahama*, or gulph of Florida.

A Description of the Bahama Islands.

The *Bahama* islands and keys are so many in number, that they are accounted innumerable, therefore it is not designed to give an account of them all, but only of the chief, or those that are generally seen by those who sail among them, beginning with *Bahama* island. The *Bahama* island is a long, narrow island, being in length about 22 or 23 leagues, stretching SE. by E. and NW. by W. being all rocky from the one end to the other. At the northernmost end is a small island, called *Seal Key*, N. by E. 12 leagues from which lies the *Member Rock*, upon the *Bahama* bank, which bank is very large and dangerous, being full of rocks and small keys. Upon the E. side of the bank in the lat. of 27 deg. lies several keys; and south somewhat westerly 13 leagues from them lies *Abacco*, which is a long narrow island, the east side is rocky, with small keys on the NE. part of it, which are called *Abacco* keys. At the southernmost part of the island *Abacco* is a hole, which you may see through, being called the *Hole in the Rock*, which hole is very remarkable for them that are bound for *Providence*; the course from the said *Hole in the Rock* to the harbour of *Providence* is S. something westerly, distance about 18 or 20 leagues. The island *Providence* is in the lat. 25 deg. 00 min. This island of *Providence* is the chief of all the *Bahama* islands; it stretches itself E. and W. being in length about 40 miles. On the N. part of the island are several small keys, as *Long Isle*, *Salt Keys*, *Hog Isle*, &c. NW. by W. 10 leagues from the W. ermost end of *Providence* is the northernmost end of *Andros* island, which island is also long, being in length about 30 leagues, lying NW. by W. and SE. by S. and N. by E. eight leagues; from the N. ermost end of *Andros* island, are several small islands called the *Berry* islands; W. by S. 10 leagues from *Berry* islands lie *Isaac's Rocks*; SSW. about 15 leagues from *Isaac's Rocks* are the *Bimines*, between which and the *Bimines* lie several keys and rocks, the names of which I know not: And S. by W. about 18 leagues from the *Bimines*, lie the

Roques, *Berry* islands; *Isaac's Rocks*, the *Bimines*, and the *Roques* lie upon the edge of the grand *Bahama* bank, which bank is a very large bank, being full of rocks and keys.

Now we return to *Hineago*, to give a description of the easternmost of the *Bahama* islands.

Hineago is an island about 12 leagues long, stretching NE. by E. and SW. by W. about 2 or 3 leagues from the N. most part of *Hineago* lies an island called *Hineago Key*, at the SW. end of *Hineago* is good anchoring; NNW. 10 leagues from the westernmost end of *Hineago*, lies a parcel of rocks called *Hogsties*, on the west side of which is good anchoring, NW. 13 leagues from the *Hogsties*, lies 3 or 4 small keys, called *Miraparvos*, NE. by N. 10 leagues from *Miraparvos* is the northernmost part of *Crooked* island. *Crooked* island is an island of about 12 leagues long, stretching itself NE. by W. and E. by S. upon which there is a well of fresh water. From the southernmost point of *Crooked* island, for about 14 leag. lie several keys, the S. ermost of which is called *South Key*, the northernmost part of *Crooked* island is all rocky. There is good anchoring on the west side of the island, as by the draught. East N. erly about 8 leagues from the north part of *Crooked* island lie *Atwood's* keys, and E. a little northerly, about NNW. about 10 leagues from *French* keys, is *Atwood's* key; about 6 leagues from *French* key is *Mayguana*: *Mayguana* is an island of about 10 or 11 leagues long, lying NW. and SE. by E. the easternmost is full of rocks and keys, but the westernmost side is bold. From *Miraparvos* to *Long Island* the course is north, a little easterly 10 leagues.

Long Island is an island of about 20 leagues long, lying NW. by N. and SE. by S. the northernmost part of the island lies in 23 deg. 40 min. N. latitude, the grand *Bahama* bank stretching itself SW. by W. about 40 leagues being full of rocks and keys, the way of a ship from the windward passage is between *Long Island* and *Crooked Island*, and from thence to the eastward. About 12 leagues westward from *Long Island* is *Exuma*, which is a great salt island; all along NW. and NW. by N. from *Exuma* lies an innumerable parcel of islands and keys, reaching 40 or 50 leagues from *Exuma*, by some called the *Chain of Islands*. NE. by N. about 6 or 7 leagues from *Long Island*, lies an island called *Rum Key*, which is foul and rocky all around. NE. by E. 6 leag. from *Rum Key* is *Watlin's Island*, which is also rocky and very foul. North about 5 leag. from *Long Island* lies an island called *Little Island*, the north part of which is very rocky. From *Little Island* to the south end of *Cat Island*, the course is north about 5 league. *Cat Island*, is an island about 15 leagues long, stretching NW. by N. and SE. by S. the easternmost side is rocky and very foul. SW. by W. from the North West point of the island lies a parcel of rocks and islands, and west about 4 leagues from them is the south part of *Ilathera*, betwixt which and the aforesaid rocks is a channel called *Ship Channel*. *Ilathera* is a long narrow island, stretching itself NW. by N. about twenty-five leagues, and then W. by S. about 8 leagues off, the northernmost part of the island is an island called *Harbour Island*, and about two or three leagues W. from thence lies another small key. This island of *Ilathera* is very rocky, the westernmost part of the island is called *Currant Point*; SW. about two leagues from thence is *Currant Island*, and about two leagues from thence is another small key, between which key and *Currant Island* lieth rocks called *Booby Rocks*. SW. about two leagues from the aforesaid key, is *Providence*.

A Description of Bermudas (or the Summer Islands.)

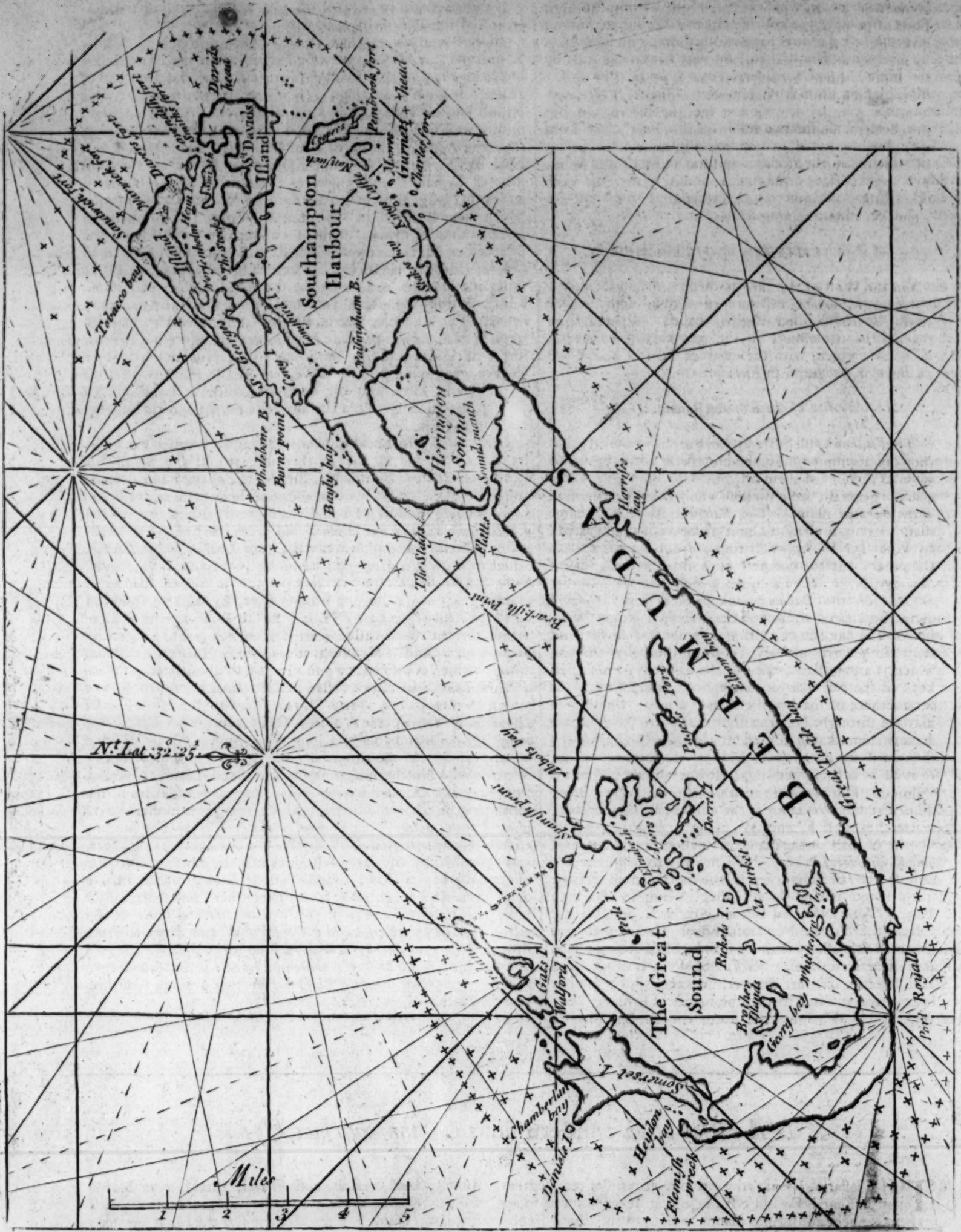
THE island *Bermudas* is in the latitude of 32 degrees, stretching NE. and SW. being in length about fifteen leagues. there are several islands joining to this island, which makes it look as if it was one continued island; being very rocky all round, and at low water are most of them to be seen above water: you may likewise see them at high water, for it does not flow above five feet. At the NE. point are several islands, viz. *St. David's* island, *Long Bird* island, *George's* island, *Cooper's* island and *Nere's* island, which are by the great force of the sea washed and broken into strange bendings, holes, bays, and points, which is very strange to behold: These islands lie in such a manner about the NE. point of *Bermudas*, and there is in the midst of them an inclosed bay, called *Southampton* bay or harbour. From the NE. point of *Bermudas* stretches off an arm of land, being hooked, meeting with the land again almost, making an harbour or sound, called by the name of *Harrington's* sound, at the entrance of which is about three or four fathom water, in which harbour or sound many ships may ride in seven or eight fathom. Some part of the south side is environed with an arm, and the rest with *Daniel's*

island, *Gate's* island, and *Ireland's* island, reaching to *Spanish* point, which takes up a great space within it, and is called the *Great Sound*. The entrance into the *Great Sound* is between *Spanish* point and *Ireland's* island. Within this sound are several other islands with bays, viz. *Paget's* port, *Whitcorn* bay, &c. On the SE. side are several other bays; and upon the islands are several points and forts, which are placed in the draught in their right places.

I would advise every one to take especial care upon this coast, for there are abundance of rocks, which are very dangerous: likewise hereabouts it is very subject to tempestuous weather, as has been much observed by many, who have been in the *West Indies*, and have thought it very well when they have past the latitudes of this island with good weather, for you always hear them say, that about *Bermudas* they have had strong gusts of wind, &c.

Now we return to the *Amazons*, on the coast of *Guinea*, to give a description between that and cape *Florida*, being the place where we left off.

A Description



A Description of the Port and Islands upon the Coast between the Amazons, and Cape Florida.

Note, If you come from the Spanish coast, between April and Sept. or Oct. you will seldom miss of a westerly wind, and an easterly current: In the winter months the winds are commonly between the N. and E. and the current very uncertain.

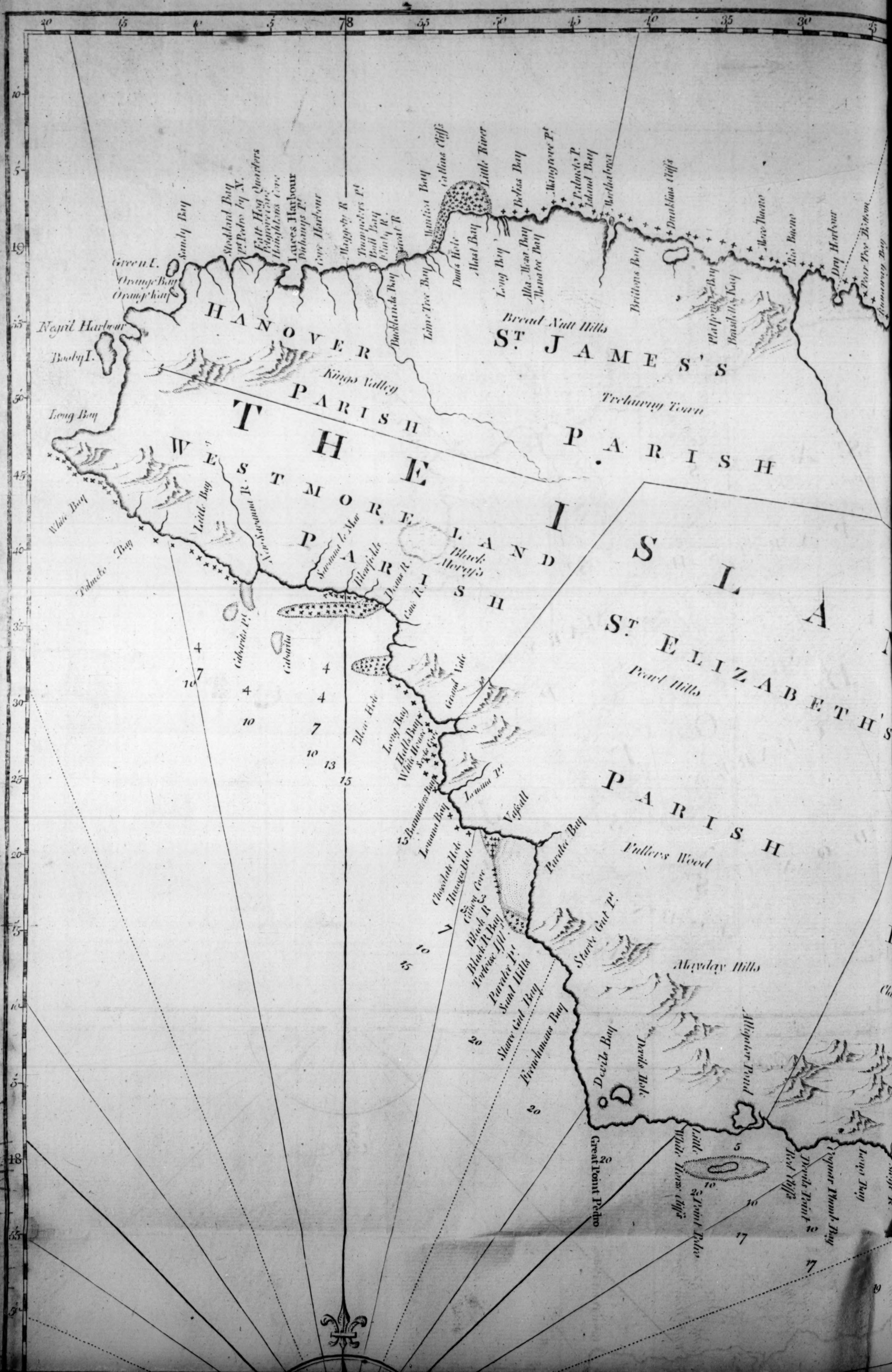
A Description of the coast of Guaiana from the River Amazons, to the River Oronoque, and the island of Trinidad.

WHEN you are bound for the *West Indies* or the coast of *Guaiana*, and take your departure from the *Lizard*, first shape your course for the *Canary islands*, which lie in the latitude of 28 deg. 20 min. SW. till you come into the

latitude of 43 degrees, sailing or keeping about 60 or 70 leag. without cape *Finisterre*, which lies in that lat. and from thence steer away SW. by W. which course will carry you without the island *Madeira*, lying in the lat. of 32 deg. 20 min. then steer away SW. by S. somewhat westerly, which will carry you clear and without all the said islands.

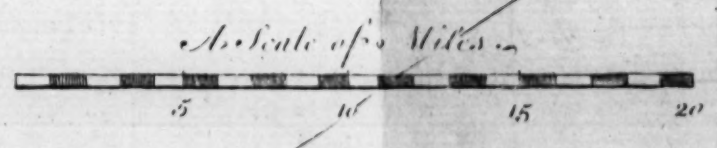
And now note, That about the latitude of these islands you begin to have the north east or Trade winds; but you will find that at some times of the year, more than at others, they differ somewhat in going sometimes farther one way, sometimes farther the other; and the farther northerly you are, more variable you find them to be.

And

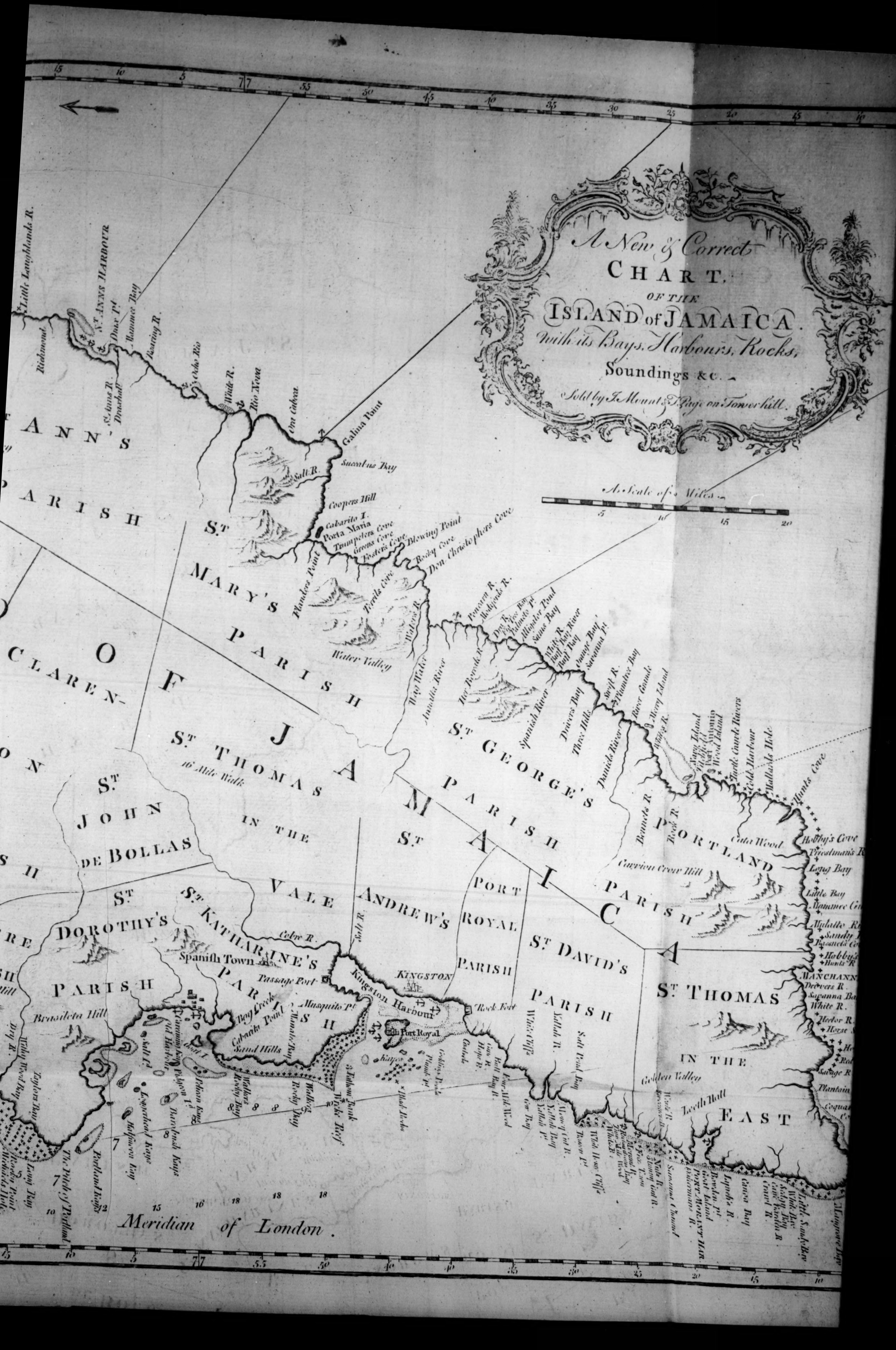




A New & Correct
CHART.
OF THE
ISLAND of JAMAICA.
With its Bays, Harbours, Rocks,
Soundings &c.
Sold by T. Mount & T. Page on Tower Hill.



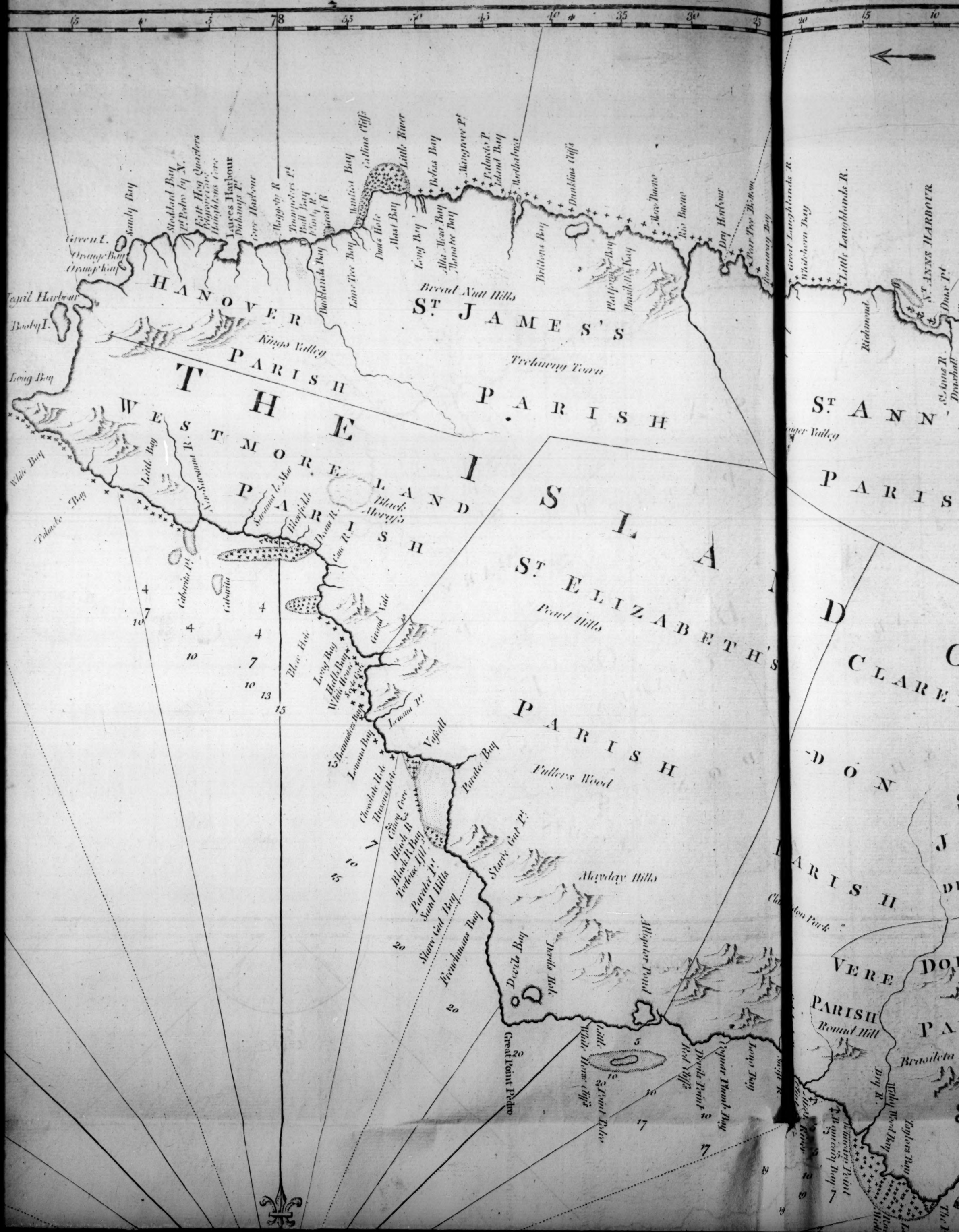


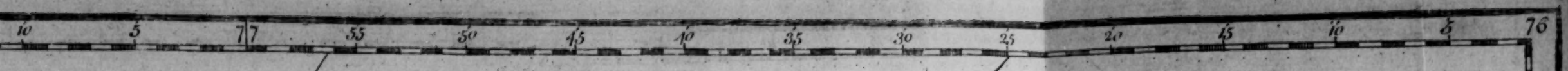


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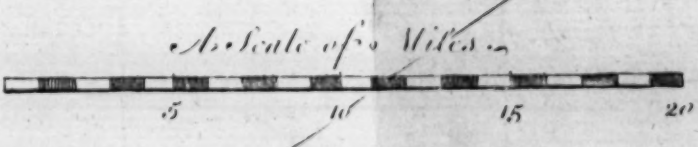
A Scale of Miles
5 10 15 20

Meridian of London.





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A Scale of Miles
5 10 15 20

Meridian of London.

And then a more westerly course until you find yourself under the equinoctial; under which steer away due West, which will bring you to hit exactly with the river *Amazon*, on the said coast.

From the River *Amazon* through the Creek or River *Arrowary*.

Now if it happen that you fall to the westward of the river, or North cape, called *cape de Noord*, then you must run through the river *Arrowary*, which is 10 or 12 leagues to the westward of the said cape, and come out by the river *Amazon*. This river *Arrowary* begins at the island of *Carpor*, which is a flat island full of trees, and reaches first SW. then S. and ESE. and again S. and at last NE. out to *cape Arrowary*; in the passage thereof you have about 4, 5, or 6 fathom water, mud and oazy ground, and must stop every tide, by reason of an extraordinary stream or current which sets against you, &c.

Island Carpor.

Waripoca.

From the river *Waripoca*, which lies near the river *Arrowary* when you are there you are about 2 leagues to the Westward of *Arrowary*; so that this river begins on the W. side 2 leagues to the eastward of *Waripoca*.

Maypuruck.

About 5 leagues to the westward of *Waripoca*, is the river *Maypuruck*.

Cagpuroug.

From this, about six league northerly, lies the river *Cagpuroug*, all which rivers lie near the river *Arrowary*, where at the least you have 3 fathom, and when you are further in, you have 6, 8, and 10 fathom water.

From the river *Cagpuroug* NW. 6 or 7 leagues is another small river, called *Little Caryproug*; the ground is dirty and muddy, but a good river or creek for small vessels to lie in.

From thence, WNW. about 12 leagues, lies the river *Carypura*, which is pretty broad at the going in, having before the river a hard bank of clay, reaching from one side to the other: on the East side of the river is good going in four fath. water, and good ground.

From thence W. by S. about 6 leagues, lies the river *Aricara*, which extends Southward. On the East side of the river lies a bank which you must shun; in running 4 or 5 leagues to the W. ward of the river to *Rio Caperwaka*, or by the island which is before the said river, and then run to the main, and stand along the shore in 3 or 4 fathom water, having special care of the said bank, which is already described. This river of *Aricara* is wide and large, and runs a great way into the land.

On the West side of this river is an outlet or arm, which makes another river called *Oyapock*, which branches out on every side likewise. The going into *Oyapock* is much like to that of *Aricara*; that is, having sailed up 8 or 9 leagues in the river *Aricara*, there are six small islands, right opposite to which is the mouth of the river *Wynipico*; into which if you would go, you must observe and keep the hill, called *Caripe*, right a-head, and so run up in three or four fathom water, and come to an anchor, being soft and clay ground. Having situated, at the mouth of the river *Wanuary*, which lies to the Westward of the river *Aricara*, a small village standing on the point called *Wynipico*; the going in of this river is shallow water, craggy and foul ground. The land is soft and quaggy ground, and therefore thereabouts not inhabited but with that vermine *Crocodile*, of which there are in this place abundance.

R. Wynipico

R. Wanuary

A Description of the River *Caperwoka*, or *Aprouake*.

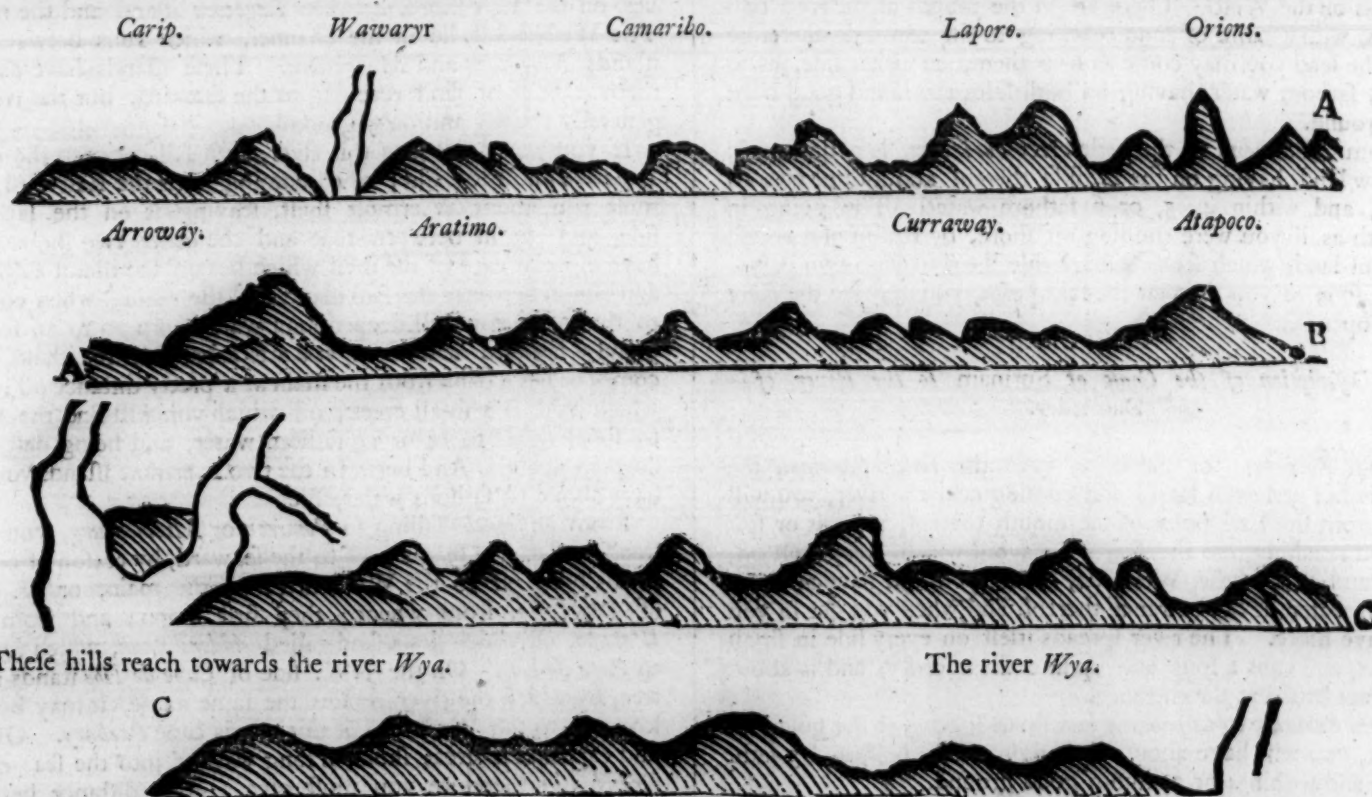
From thence to the river *Caperwaka* or *Aprouake*, lies the coast along NW. The river *Caperwaka* is an indifferent large river, in the mouth whereof is a small island, round here lies a bank of sand; and being got 5 or 6 leagues in, it spreads itself into two or three branches; one extends to the S. ward and the other to the Westward. On the said island, which lies in the river, are such multitudes of parrots and other fine feathered fowls, that you cannot hear each other speak for their noise; there are many apes on this island, and other creatures, which I omit here to mention.

When you come to the mouth of the river, you may perceive a rock about 4 or 5 leagues from you, between which and the main you may sail and come to an anchor in three or four fathom water, lying open with the river, where you may see as it were three hills (but they are not so) lying on the West side. If you would go further up, keep along the West side on the bank, and so run up, and you cannot do amiss.

The river *Canvo Calloway*, which is small and narrow, and lies a little to the Westward of *Caperwaka*, has on the Eastermost part thereof a bank of sand; therefore to sail in, you must keep along the W. side, where, in the entrance you have not above two fathom water, but when you are in, you'll have five or six fathom. All along this coast, till you come to the river *Wya* or *Mabura*, the bottom is mud and oazy ground.

R. Canvo

Thus appears the coast between *Wynipico* or *Oyapock*, and river *Wya*, or *Mabury*, when you sail along by them about half a league from the shore, and must be joined by their respective letters.



Here follows a Description of the river *Wya*, or *Mabury*, and island *Caiana*, to *Cayenne*, with directions to sail into it.

River Wya.

From the river *Caiana* to the river *Wya*, the course is North nearest the river *Wya*, goes between the island *Caiana* and the main, reaching many miles into the land.

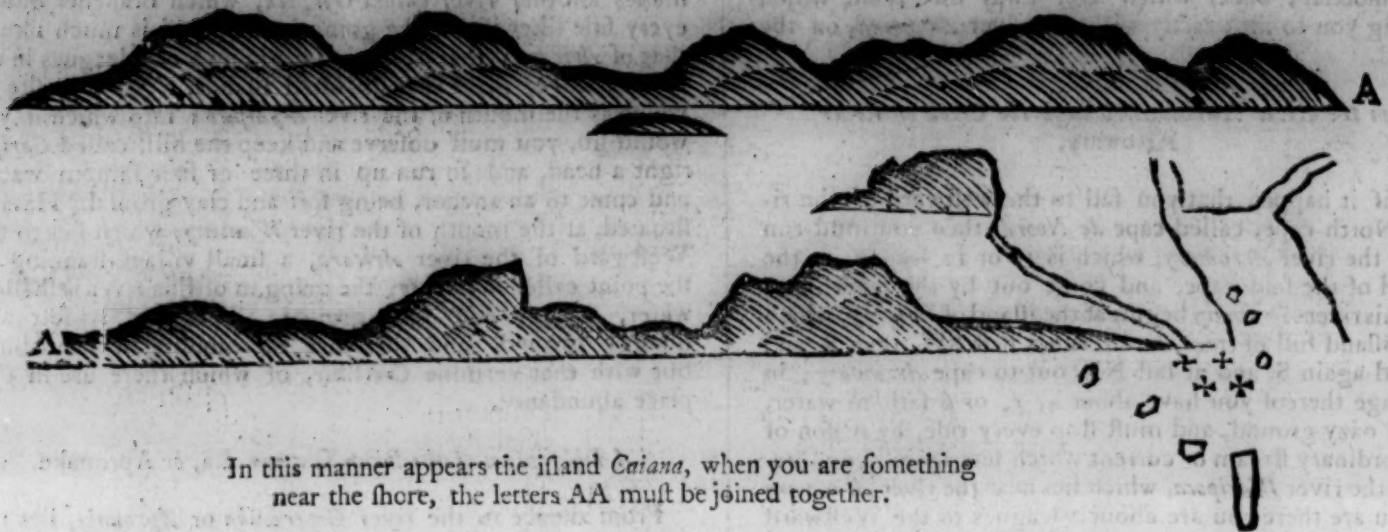
The island *Caiana* is inhabited by *Shebays*, and multitudes of fowl, with abundance of wild swine, and other wild beasts, which may be easily taken. There is also great store of fruit of several sorts, and fish in abundance.

On the West-side of the island lies another river, which is called the river of *Caiano*; there is a good and convenient

harbour, being the best on the whole coast for accommodation, broad enough for many ships to lie in, and has about 4 or 5 fathom water in the road. If you would go into the river or road of *Caiana*, you must go without these four small islands which lie off *Caiana*. About six or eight leagues to the Eastward of *Caiana* river, lies another island, somewhat bigger, called or best known by the name of *Constable*; here is a passage betwixt it and the main.

O

Island Caiana.



In this manner appears the island Caiana, when you are something near the shore, the letters AA must be joined together.

Island Con-
stable.

And if it happen that you would run between these four small islands already spoken of, and the island *Constable*, you ought to haul away a more Northerly course, at least two or three points, by reason of the strong current which sets about from the Westward; that notwithstanding your course, which you make more Northerly than usual, will set you in enough to make good a true course, which ought to be midway between them both, in 4, 5, or 6 fathom water, &c. an East or West moon makes here a full sea.

River Owara

From *Caiana* to the river *Owara* the coast lies along WNW. if you would sail for the river you must run without, and to the Westward of those three islands, which lie before the mouth of the river, and then stand in for the river, where you will find the ground slimy and clay like. It is said and affirmed, that the fugar canes here are so venomous, that if one taste thereof, it makes the tongue swell, and takes away speech.

River Amano

About 25 or 26 leagues from *Owara*, lies the river *Amano*, which is wide and long, and hath a deep channel, wherein the current of tide runneth exceeding swift; so that there is no riding there, for your anchors cannot hold, but will be torn out of the ground with the force and strength of the current.

River Mari-
wana.

From the river *Uracbo* to the river *Mariwana* or *Morony*, the course is NW. by W. about twenty-six leagues; the entrance of the river is about three leagues broad. The land on one side of the river within, for about the space of a mile, is divided into islands and small rivers, branching themselves several ways; the river itself extends about 50 leagues into the country, and is about 4 or 5 fathom deep: the entrance on the East side is as good as on the West. There are in the mouth of the river two islands, with a bank of sand reaching to the seaward, therefore with the lead you may come as near them, on either side, as to 4 or 5 fathom water, having on both sides the island good hard clay ground.

River Suri-
hama, or
Soramine.

From *Mariwana* to the little river *Surinama*, is a fine coast, and low land, having on the E. side thereof about three fathom water, and within 4, 5, or 6 fathom water. The going in seemeth as if you were running on shore, by reason of a round point of land, which seemeth to divide the river into two parts; but as soon as you are past the said point, you may see the river fairly open.

A Description of the Coast of Surinam to the River of Demerary.

River Barbi-
eros, or Ber-
bice.

From *Surinama* or *Soramine*, unto the river *Surinam*, the coast is fair and even land; and coming near the river, you will find, from the East point of the mouth thereof, a point or spit of Sand reaching into the sea. To avoid which, keep well off, and stand over to the West side, where you will have about 2 fathom water at the entrance thereof, and when you get in you will have more. The river spreads itself on every side in small rivulets, and runs a long way up into the country, and is about 2 leagues broad at the entrance.

From *Surinam* to *Cupanama* is a small space; at the going in thereat, you will have about two fathom and a half, and 3 fath. water, and within 4 or 5 fathom good ground.

From *Cupanama* to the *Devil's* creek is all along a clear coast, lying along nearest East and West, being a muddy and soft ground; the entrance whereof is mid-channel.

From the *Devil's* creek to the river *Barbieros* is a fair coast: There lies in the mouth of the river an island, the entrance is on the E. side of the river; and when you have it open, and South from you, you may then run in boldly, having at least 14 feet water in going in.

From *Barbieros* to the river *Demerary* it is a good coast, and clay or hard muddy ground; the entrance is in mid-way, and when you are in that depth of water, to wit, 14 feet, then you are about a league and a half, or 2 leagues from the entrance of the river; and in sailing you will deepen your

water from 14 feet to 15, 16, 18, and 20 feet water, and in the river you will have about 4 fathom, which is the deepest part of the river.

Here follows a Description of the Coast, from the River Demerary to the River Moco, and Little Oronoque.

From the river *Demerary* to *Dissequebe* or *Essequebe*, is about 4 leagues. The river is very wide and large, for in the mouth of it lie three great islands, the Eastermost of which is called *Lagawen*, the middlemost *Margrieten*, and the Westermost *Pomeron's* island; behind this lies another small island called *Trool*; there are several others as you go up the river. The first you come to is called *Seven Islands*, and further yet there are more, to wit, *Whale-Fish* island, and the *Three Brothers*; there the river begins to spread itself. On the E. side is an arm or small river called *Dissequebe*; near which is also an island, whereon stands a fort, called the *See-Overall*: It is called so by reason it standeth on a point of land which separates two small rivers, that spreads themselves into the country, &c.

A Description of the River Dissequebe or Essequebe.

The river *Dissequebe* is large and wide, but the entrance thereof is not very deep. On the East side of this river lie three banks, the Eastermost of which ebbs dry at low water. On one of the other two there remain six feet water; and on the other there remains at low water about four feet; this last lies on the East shore, between *Lagawen* island and the main: The Westermost lie in the channel, which runs between the islands *Magawen* and *Margrieten*. These islands have each of them a shelf of sand reaching to the seaward, but the river is generally muddy and oazy ground.

If you would sail into this river, then sail between the island *Lagawen* and the main; when coming from the Eastward, you must run about W.ermost shelf, leaving it on the larboard side, and run in between that and the other two shelves, but have especial care of the shelf which lies off the island *Lagawen*, and run in between the said island and the main; when coming to the island you will deepen your water from 20 to 26 feet, to 5 and 6 fathom, and when you are a-breadth of the island, there comes or lies a bank from the main at a pretty distance off; near which bank is a small creek, off which you will find the water to shoal again to 14 or 15 fathom water, and being past it, it deepens again. And between the two E.ermost islands you will have about 10 fathom water, &c.

From *Dissequebe* sailing to *Pomeron* or *Middlebourg*, you must stand four or five leagues off to the seaward, by reason of certain shoals lying off to the Westward from the main, or W. point of *Dissequebe*, from whence they first begin; and from *Rio Warubo*, off which lies a sand called *Adders Bank*, which reaches to *Cape de Hoe*. On the NW. side of *Cape de Hoe* stands a tall tree, by which the river retains the same name, it may be well known; to the Westward of this tree is cape *Prebary*. Off the said cape lies a great shoal, a long way off into the sea, called *Brandadis*; therefore you must give a good distance between you and the shore. A little farther Westerly lies a small rivulet called *Mara le Boura*; somewhat to the W.ward of which lies off a shelf, called *Brand Hook*; to the W.ward of this shelf lies cape *Droge*, or the E. point of the entrance into the mouth of the river *Pomeron*.

Now if you would sail into the river, observe when you are to seaward; you cannot see the river, because it runs SE. in, about 5 or 6 leagues, and till you bring cape *Droge* to bear ESE. from you, then will the river lie open S. by W. from you; you must not run in with it. And being sailing from 20 feet, you will shoal the water to 8 feet, and 7 and a half at high water, which is the best of the channel; therefore no place but for small shipping, yet when you are in, you will have

have four or five fathom; but as soon as within the point, run SE. about *Muskito Point*, and then South in- The river within is wide and deep, branching itself out on every side, having several villages and forts situated on the water-side, &c.

There are several other small rivers before you come to the river *Little Oronoque*, to wit, *Margua*. About 3 leag. farther another called *Waymy*; and 4 leagues farther, another called *Amugara*, and three leagues yet further Westerly is another, which is *Moco-Moco*; all which are rivers of no great consequence, therefore I omit their description. The coast along is fair, and a good sandy shore.

A Description of the River Oronoque.

When you are come to the islands of *Oronoque*, which lie before the river, which takes its beginning from the river *Amugara*, and reaches to *Sebarima*, and from thence about to the river *Corobana*; which two last rivers lie within the islands, extending themselves into the land. From this last there is a passage or channel, reaching N. by E. and S. by W. through which you must warp, if bound up, by reason of the strong current which runs there. In this river are two channels, which correspond upon *Trinidad*; through these the *Spaniards* of the island come into the river *Oronoque*.

A Description of the Coast of Neuva-Andalusia, from the River Oronoque to the Gulph of Veneczula. together with the Islands on the Coast.

FROM the great river *Oronoque* already described, there lies near the mouth of the river, on the W. side thereof, a small river called *Aratery*; there are two other small ones, the one called *Monopade*, the other *Jaropus*; these lie within cape *Salines*, which, with the NW. part of the island *Trinidad*, make the West passage out of the river *Oronoque*, which is called by the *Spaniards*, *Gulph Paria*.

Directions to sail out of the West Passage of the River of Oronoque.

Between cape *Salines* and the N. W. point of *Trinidad*, is the passage called *Boca del Drago*, in which lie four or five

islands; between two of them are passages, where you may sail through, namely, the *Great Bocca*, which is the Eaermost, and the *Little Bocca*, which is the Westermost. The Eaermost passage, which is *Great Bocca*, is about a gun-shot wide, but no gravel to be found.

The Course from Cape Salines to the Island of Testigos.

From cape *Salines* (which makes with the island *Trinidad*, *Gulph de Paria*) to the island *Testigos*, which bears from the island *Margarita* due E. the course N. W. by N. And from the next cape to the W. ward of cape *Salines*, called cape *Tres Puntas*, they lie about N. and by E. and appear thus.



Thus appears the island of *Testigos*, when the biggest lies N. W. two leagues from you.

A Description of the Island Margarita.

The island *Margarita* lies off between cape *Tres Puntas* and *Punta del Roy*, which point of land makes another deep bay, called *Gulph del Curiaco*.

On the West-side of cape *Tres Puntas*, before the mouth of a small river, lies a little island called *St. Juan*, distant about a league from the shore. There are two other small islands between *Margarita* and *Punta del Roy*, the other called *Gortexa*, which is a low withered flat island; the other called *Cabagua*, and is the biggest of them.

On the East point of *Margarita*, within the point in the bay, was a little castle which is now demolished. The prin-

cipal places of the *Spaniards* lie up in the land, where there is a stately building called *Mokanau*.

Off the East-end of the island, betwixt it and *Testigos*, lie 7 or 8 small islands together, much like the islands *Testigos*; they are called the *Frayles*; and E. from them, mid-way between them and *Testigos*, are other three islands (in a triangular form) called *Cedolu*.

On the SE. side also are two small islands, and on the SW. side also a bank or shoal, reaching off from the *Muskito* point towards the island *Tabagua*. and from the W. end of the island, about two or three leagues off, lies a bank, on which there is about 6 or 8 fathoms water, where formerly were said to be many pearls, barks going there purposely to fish for them. The island appears as the following figures.



Thus appears the island *Margarita*, (to with the point next the E. point, when the highest part of the land bears SSW. six leagues off, and the E. point SE. half E. erly, five or six leagues from you.



Thus appears the North East point of the island *Margarita*, when the highest part thereof bears South East four or five leagues from you.



The West part of the said land, and a great deep bay between this and the next point. This is the following parts of the foregoing. The letters AA must be joined together.



In this manner appears *Margarita*, when it lies W. by N. from you.

In this manner appears the *Frayles*, at the E. end of *Margarita*, when they bear E. half a point South, four or five leagues from you.

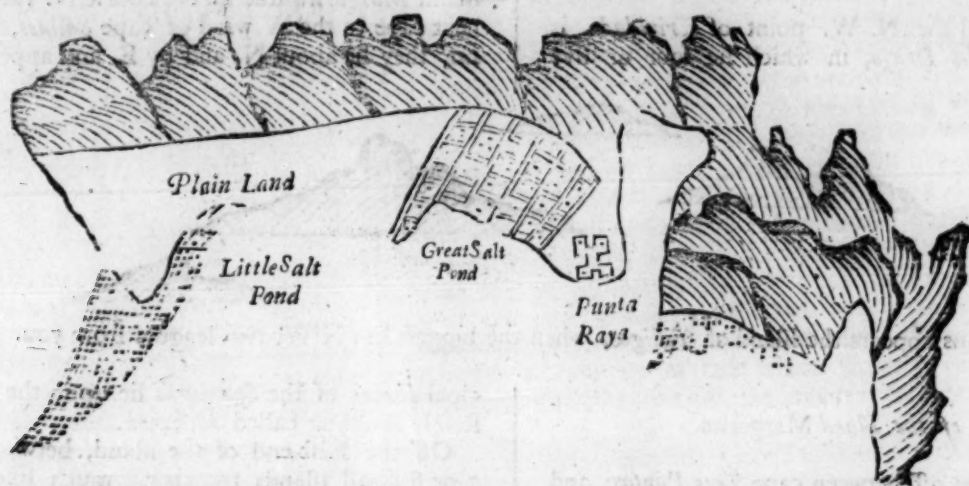
A Description

A Description of the Island Blanco.

Isla Blanco lies in lat. of 12 deg. 15 min. and W. from the island *Granada* about 40 leagues distant. On the SSE. point are several small islands, or great rocks above water, called *Seven Days*, and on the SW. point lies a rock under water. If you are bound from *Margarita* to *Isla Blanco*, from the W. end thereof, a N. course will bring you right upon it; and if coming from the S. ward you intend to ride on the West-side of *Isla Blanco*, you may sail close to the point going about it, for it is very steep, and come to an anchor in 9 or 10 fathoms water. This island has not many hills or mountains, but is full of grass, of such length that you may go up to the knees in it. This island affords *Pockwood* and *Lignum Vitæ*, great store of *Sage* trees, and abundance of goats; but fresh water is very scarce here only when it rains. The ground is dry and barren, almost like turf dust, only bearing such trees, and abundance of fowls, it is a good place for wood.

A Description of the Island Tortugas

This island lies on the West-end of *Margarita*, in the lat. of 11 deg. 15 min. North. When near this island you may at once see the island *Margarita* and the main land, if clear weather; the end thereof is full of rocks, ragged and bare, and broken land, bad to come near with a ship, and not good to



The West-end of the salt pond is steep high land, and the S. and N. side of the salt pond reaches wholly in between the hills so far that you cannot see the end thereof; there is more salt than a thousand sail of ships can carry. All the land from the salt-pond to the road where the ships lie, is hard stony ground; but about a league E. ward the shore is sandy and even level with the water (where there is very good white salt to be had) by reason the land is low, and is called the *Little Salt Pond*. The ground is there clay, mixed with sand, an even shore, the water rising little. From *Punta Raya*, reaches a great ledge of rocks, about a league off the sea.

From *Punta Raya* to *Gumana*, the course is S. over the gulph *Carriacco*; in the same gulph is a river called *Rio Canas*, you can go in there with none but small shipping. The gulph reaches inwards from *Gumana* about 12 or 13 leagues. To the W. ward of *Gumana* is *Rio de Bordonas*, which is a close secure place; then follows *Crabbed Point*, called *Punta Escondido*, then after that a great bay called *Monsina*; and to the Westward of the point *Monsina*, is the bay of *Santa Fee*, there lies a rock or bare island, called *Borats*, and the other two following are called *Crocus*. You must sail between the island and the main, through there on the main laid, is a high steep hill, or mountain, which seems a far off to be an island, by reason it lies on the shore, which is low and even land; but it joins to the main. There is a curious fountain, which is called *Elmerode Corrichio*.

When you sail between the island and the main, along the steep hills, the coast is very full of points and small bays, one of which is called *Guante*. Between *Guante* and *Punta Gallat* is a great bay, spreading itself two ways, and is called *Brya de Marcapana*, and is a very good road, the best thereabouts, and very good anchor-ground. Near *Punta Gallat* is another island called *Damacon*; and W. ward of *Punta Gallat*, along the coast are many rocks, some above and some under water, to the Westermost point, which are called *Boratiras*. At the end of these rocks the coast falls off again to the S. ward, towards *Comonagada* bay.

A Description of the Coast and Island from Comonogoda-Bay to the Westward.

Comanogotto, or *Comonogoda-Bay*, has an even shore round about it, and good anchor ground, with a small fresh water river, called *Fresh River*. At the W. end of it is good brazil letter wood and tallow-wood to be had thereabouts; and about two or three leagues Westward lies the islands *Pitrita*, or the West point of *Comonogoda-bay*. About a league from the main,

walk on; but on the NE. point is a very good place to lie and make clean in. The West-end is full of trees reaching almost to the middle of the island of *Pockwood*, *Cripplewood*, &c. At the SE. point is a salt pond or road, but not very good; the South-side foul, and no good anchor ground. The island is well stored with goats, but exceeding wild and hard to be caught.

A Description of the Coast of Veneczu'a, from Bocca del Drago to Punta Raya.

From *Bocca del Drago* to the salt pond, it is along the coast between the islands *Tetigos*; the land a-breast of these is very wild, with ragged points, and uneven shore, and therefore called *Cape Tres Pontas*. Westward of the Cape the land falls off S. where is an island called *St. Juan*; the land there is very hilly to *Jab de Caribbees*, where it is low land to the salt pond in *Punta Raya*. The road here to the Eastward of the point, almost opposite to the little island *Coateza*, having therein hear 4 or 5 fathoms water, and the island *Margarita* to the W. ward of you. But in sailing along the coast, come no nearer than 12 fathoms, except going into this road. Upon all that point there is no fresh water to be had, and the nearest place where you may, it is at least three leag. W. ward of *Gumana*. The land to the E. ward of the point where the ships lie, is low and plain, overgrown with withered trees and heath.

and near the same distance one from the other, there is a shore which runs off from the coast, but near the island it is deep enough. These islands are low and not inhabited, and a-breast of the Westermost is a little river on the main (but the water is brackish) and is called *Urado*, running about three miles into the country; the Spaniards call it *Rio de Ermacito*. The inhabitants here are *Caribbeons*. Westward of this river is *Orchier*, which is a large bay, but no anchoring ground: There begins the coast of *Elmerode Corichia*, and reaches to *Cape de Caldero*, which likewise has, on the East-side thereof, a great Bay.

The cape is low land, a ledge running from it above water to seaward, and is called the *White Cape*, because it is white; but it is with the excrements of fowls, and not naturally.

To the Westward of *Cape de Caldero* are two bays, where is good anchor ground, having 10 or 20 fathoms water, and are called *Tiofsea*; in these bays are good store of pockwood to be had.

From *Cape de Caldero* to *Cape Caracus*, is about 12 leagues. This Cape lies on the South-side, in the way to *Gago*, which is called *Caracus*; the land there is very high, some say as high as that of *Teneriffe*. You have there an extraordinary great hollow sea; therefore those that would anchor on this coast, do best to run a little to the Westward of *Cape Blanco*, into a bay where there is good anchoring in 19 or 20 fathoms water, about a gun shot from the shore, where you may lay quiet and secure.

And that you may the better know this *Cape de Caldero*, when you have sight of it, or the land thereabouts, and can see a great way up in the country high craggy hills, run till the said hill bears SW. from you, and then stand in from the shore, and you will not miss the cape; the hills reaching along the land E. and W. being the high land which reaches to *Caracus*.

From the cape to seaward, S. and N. lies the shoal already spoken of; and if from thence you desire to sail for *Gumana*, do not stand off, but keep the shore abroad, and fetch up with short reaches.

Westward of the *Cape Caracus*, behind *Cape Blanco*, is the bay called the *Arriepees*; about three leagues Westward is a small river, called *Maya*, but of little note.

From thence W. ward is another little river, called *Comarro*, the shore is full of trees.

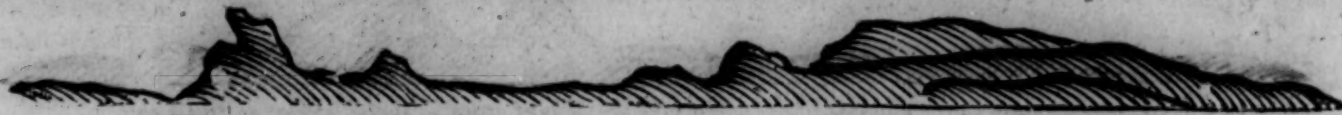
The river *Turiano* is a fresh water river, and about 3 leagues Westward are the islands of *Barbarata*: There is a good haven, and a salt-pond, which furnishes the whole coast.

Then follows the bay of *Triffo*, almost S. and N. with the island *Bon Ayra*. The bay of *Triffo* lies between the islands *Barbarata*

Barborata and *Punta Estraverio*, or port *Eshare*, there is good road. From this bay the land runs round to the westward unto *Punta Seco*, in which bay are the islands of *Torquaque*, or *Toguaque*. From *Punta Seco*, the coast round about NW. to the E. point of *Taratura*. Upon this coast runs a shelf off westward of *Taratura*; between this shelf and cape

St. Roman are two places, one called *Flayres*, the other *Coro*: From *Coro* the coast tends north, or thereabouts.

Between cape *St. Roman* and cape *Caldero*, are several provinces, of which there is much written, but not being material in the description of the coast, we have omitted it; here follows a figure of the making thereof.



Thus appears the land Eastward of cape *St. Roman*, along the coast of *Coro* and *Frayres*.

A Description of the Island *Orchilla*.

The island *Orchilla* lies from the island *Tortugas* about NW. 15 or 16 leagues, lying in the latitude of 22 degrees. It is a low island, having on the east side many hills, on which are abundance of goats; the S. and SSW. is fair and steep too, so that you may lay your broadside almost to the shore.

On the SW. side are but few trees, and little or nothing green, except sea parsley, and on the N. side are some trees. The ground is every where saltish, so that it is impossible almost that any thing should grow there; the trees are very dry and withered, by reason, it is supposed, that there is no fresh water. There are not many fowls there neither, but a great many lizards.

On the north side lie abundance of broken ragged islands and overflown ground.

A Description of the Island *Roca*.

This island lies about W. or W. by S. of the island *Orchilla*, distant 6 or 8 leagues, having on the west side thereof three

little islands, and several shoals and dry places about them, with trees thereon.

On the north side is a little island, with a white high hill, which afar off seems to be a down. You may see the main from these islands, reaching themselves east and west about five leagues, and is about three leagues broad; they are so steep on the south side, that you can find no ground near the land, but on the west side it is plain and even. There are no beasts, but some few fowls, which they call *Flamingoes*, having long legs almost like storks, with orange-coloured feathers, and great crooked bills. The island is low and stony.

A Description of the Island *Aves*.

The island *Aves* lies from the island *Roca* W. by N. about 20 leagues, and in the lat. of 12 deg. 15 min. being 8 or 9 in number; small islands stretching themselves along NW. and SE. Some of them are barren, rocky, and fruitless, and some full of trees; you may run close along by them without danger, for it is very clear ground round about them, except on the NE. side, where lie several banks and shoals two or three leagues to the seaward; some of them appear above water.



In this manner appear the Islands of *Aves*, when they bear NE. about 3 leagues from you.



In this manner appear the islands *Aves*, bearing SW. about 3 leagues from you.

A Description of the Island *Bon Ayres*.

The island *Bon Ayres* lies from the island *Aves* WNW. about 8 or 10 leagues, the S. end thereof lying in latitude of 12 deg. and the N. end is 12 deg. 13 min. being an indifferent large island; the south side of the foreland is very low to the WNW. side, where the forelands end, and there you have the best roads; but it is very steep, so that you may lie with your hawser made fast on shore.

There is a little island which lies before the bay of the island *Bon Ayres*, which is said to be 16 or 17 leagues in circumference.

Here are abundance of cattle, viz. bulls, cows, sheep and goats, likewise hogs and horses; the inhabitants are for the most part like *Indians*, which were brought thither from *St. Domingo*; they are Christians, and have a *Spanish* Governor, and some few *Spaniards*; these live in a valley under the mountains. The islands yield much red wood, and has for many years been fetched away in abundance. The road is on the W. side of the island, bad foul ground; and you may lie in 60 fathoms water, within a stone's cast from the shore: There is also pockwood to be had and cotton trees. The ground is almost every where foul and rocky, and the ground saltish, so that it is difficult to get fresh water.



In this manner appears the island *Bon Ayres*, when you can first perceive it; this island reaches South West by South, and NE. by N. from the point where the salt pond is to the mountain, with the three little hills which make the NW. point; from thence begins the high land towards the NE.



In this manner appears *Bon Ayres*, when the land at A lies NW. from you, and then you are so near the land, that you see the breaking of the sea: And having *Bon Ayres* on the starboard side about half a league off, and steer away N. by W. you will fall directly with the island *Cura Soa*, which is in lat. 12. deg. 8 min.



In this manner appears the island *Bon Ayres*, when the hill like a fiddle bears west, about 2 leagues from you, it lies in the lat. of 12 deg. 16 min.

A Description of the Island *Cura Soa* or *Curazoa*.

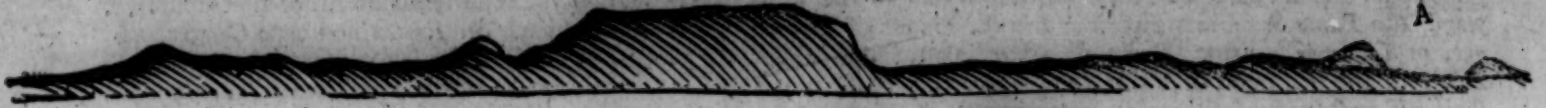
This island bears from *Bon Ayres* W. by N. and WNW. coming from the south point 6 or 8 leag. you may easily see it in fair weather, from *Bon Ayres*. The northernmost point is in the latitude of 12 deg. 40 min north. It is about 5 leagues in length, and is in circumference about 9 or 10 leagues; it is a fruitful island, and has far more inhabitants than the island *Bon Ayres*; they have much cattle and make great quantities of cheese, which they transport to the main; there are also red wood. On the NE. side is a great bay, but no good road, by reason it is deep.

For to know *Cura Soa*, when you come from the eastward, take notice, that at the east end thereof there is a high hill, which runs very steep off on the North side, having another little hill lying close to it; a league from the east end is a little island low and near the shore, which you must have a care

of in the night; if you would go into *Cura Soa*, you must keep to the eastward of the island, and be sure to be (by day) before the mouth thereof, that you may immediately sail into it, for if you chance to be leeward of it, it is very difficult, if not impossible, to get up with it again, because the current always sets to the westward; the entrance thereof is narrow, but when in it is wide; on your starboard side lies a rock under water, which you must take heed of, if the wind be scant to sail into it, newertheless, you may shoot in running up into the wind; and although you fall aboard of the west shore it is no great matter for it is good ground; and be sure to be ready with a hawser, in your boat to run ashore to the west side of the fort, for there is anchor ground in the entrance or mouth of the haven.

The fort is about three leagues from the SE. point, the haven or harbour lies NE. and SW. and is a very good place to careen ships, where you may lie at your pleasure.

Table Hill.



A

In this manner appears the island *Cura Soa*, when you are distant from it about 4 leagues and a half. These two are one continued land, the letters AA must be joined.



Thus lies *Cura Soa*, when the tables lie WNW. from you, being about half a league eastward of *Little Cura Soa*.



In this manner appears *Cura Soa*, when coming from the eastward, and the island bearing west about three leagues from you.

A Description of the Island Aruba.

This island *Aruba* lies from *Cura Soa*, or *Curazoa* almost east and west, the road is on the NW. side near a point of land, by which is a little island which you must leave on the NW. side.

You may, when in the road, lie in 5 fath. water sandy ground, and besides the road round the island you cannot get ground. It is a low island, but has two little hills, one of which appears like a sugar loaf; it is about five leagues in circumference: inhabited by *Indians* and *Spaniards*, and lies north from cape *St. Roman*, 8 or 9 leagues.



In this manner appears the island *Aruba*, when you are about two leagues distant from the east end thereof, from whence you may plainly discern cape *St. Roman*.

Cape *St. Roman* lies in the latitude of of 12 degrees, and the outermost land before you come to the gulph of *Venezuela*, it is even land, having only one high hill, which is called *St. Ann*, and may be seen a great way off at sea, when you get about the cape, and stand in the east shore, you will find it very uneven and crooked, making several bays.

A Description of the Lake Maracabo, in the Gulph of Venezuela.

The lake of *Maracabo* has a narrow neck or entrance, and is

within very wide and broad, reaching a great way into the country, having several rivers venting themselves thereunto, which makes the water good to drink. There are in the entrance thereof two or three small islands or rocks, one whereof is called *Isla Tapor*, being the biggest of them; the other to the eastward of this is called *Bare Boza*. The east point of the lake *Maracabo*, off which these small islands lie, is called *Punta de Pico*; on the west side of the gulph are several rivers, before which is a dry bank, which make these rivers be of little service, and therefore not noted.

A Description of the Coast of St. Martha, Carthagena, and the Islands thereof, unto Cape Gratia.

TO the northward of the gulph of *Venezuela*, or to the westward of the island *Aruba*, in the mouth of the gulph are the islands *Monies*, which are 8 or 9 in number, the southermost being the biggest. These islands are all low land, excepting one which has a hill in the middle, but the rest are very low, having here and there several banks and shoals, and are full of trees. West by N. northerly from these islands, is cape *Coquibacoa*; this cape is very low land, and reaches off with a plain; and right over against it, towards the land, is a high craggy hill, called *As Serras de Azeite*.

If from the islands of *Monies* you would sail to the bay of *Honde* your course is W. by N. and WNW. to the E. point of the bay, which furrounds it with an arm. This bay is large and even, the country is full of brooks and rivulets; the people ugly, thin, and ill-favoured, going naked, are frightful to behold.

From the bay of *Honde* to the bay of *Portete*, are several bays; the coast along this bay is very narrow at the going in, but when in you will find it large and wide. It is said that the bay is shallow, and no place for great ships to go to. There is a certain high rock or cliff to the westward of the bay, and several white places where the sea breaks against, as there is also between the cape and cape de la *Vela*.

From the bay of *Portete* to cape de la *Vela*, the coast lies along W. by S. somewhat southerly.

This cape seems, when you come from the eastward, to be an island, and it joins to the main but with a small neck of land. To the eastward of the cape is a bay where there is good riding in easterly winds with small ships; and on the south side of the cape is good lying in northerly and levant winds, having commonly smooth water, and very quiet riding. The land thereabouts is dry and barren, yielding neither grafs nor any other green thing.

From cape de la *Vela* to *Rancheria* or *Ranchiera*, which lies

almost in the bottom of a great bay, the coast lies along S. or near thereabouts.

This *Ranchiera* is a fishing town by the water side, where were used to be caught or dragg'd store of pearl.

From *Ranchiera* to *Punta das Pedros*, with which cape de la *Vela* makes the bay, the bay tends out NNW. or thereabouts: There lie off the point, not far from it, several dangerous rocks, which must be shunned; therefore you ought to be very careful.

From *Punta das Pedros* to the river de la *Hacha*, the coast lies along SW. nearest. This river or city was first called *Nofra Signora de las Nieves*, and afterwards de los *Remedios*. The river is without shelter, and lies open to the northerly winds.

The coast along from cape de la *Vela* to the river de la *Hacha* is slight and low land, but round about green and fruitful having all sorts of *Spanish* fruits growing there in abundance.

There is much gold brought from thence, and some costly stones of several virtues.

There are also several salt ponds; in the country are many tygers and bears, and in the river abundance of crocodiles. This was formerly a rich place by reason of the pearl fishing, and other trading. On the east side of the river lies a bank, which must be shunned. Those that come hither, whose ships are of a small draught of water, may ride before the mouth of the river in two fathoms water. There runs also on the east side of the city a fresh rivulet, which in the mouth is very shoal, but within very deep.

From the river de la *Hacha* to the river *Buchia*, the coast lies along first W. then SW. To the eastward of this river is a city called *Ramada*, at the feet of *Sierra Novodos* in the valley of *Uparry*; where it is said copper is as plentiful as stones in the street. The river *Buchia* runs very swift, by reason of the fall of water from *Sierra Novodos*, or from the snow

snow hills, and often very high through the great rains which fall upon the hills; and thence into the river with a great noise.

To the W. ward of the river *Buchia* follows the river *Piras*, then the river *Pollomius* or *Palomina*, and next the river *Don Diego*; the coast from the river *Buchia* to this last, lies along W. and W. by S. being rocky, and full of cliffs all along.

The coast is very dangerous for such as are not acquainted, or were never there, by reason of the boisterous winds which blow there, so that when the *Turnadoes* blow there; they cause a great overflowing of water. Here on the land you may discern two hillocks, like two haycocks, commonly white with snow, and called by the *Spaniards*, *Sierro Novadas*. And in the SE. are two other hills, with two round hommocks almost like the first, but not altogether so high, and therefore not so much snow thereon, which are called by the *Spaniards*, *O Parvo de Cordova*. In the SW. is another hill, and lower then the last; this country is called by the *Spaniards*, *Asiera de Samba*. When this hill is clear and fair to look on, then you may be sure of a *Turnado*, and that within a short time. Along the coast the shore is high to *Aboca del Guilba*.

To the Westward of the river *Don Diego* lies yet another, but small river, called *Anchon de Gachio*; a little farther W. erly is a bay called *Cboinea*, but of these we have little description.

When you come off the sea right S. and N. with the *Ancones*, you will see a white sand shore S. W. from you: Upon this whole coast is not such another and it is on the W. side of the *Ancones*. This *Ancones* is a black high point of land, with other points lying out, and bays within them. This is a bare naked coast; on the West side of these *Ancones* lies the city of *St. Martha*.

A Description of the Coast to the Westward of the River Don Diego.

On the W. side of *Ancona* lies a great sandy valley, where also lies the city of *St. Martha*. The bay is a good and secure road; that if the wind blows ever so hard, they lie safe behind three small islands, which are in the mouth of the bay, and are a defence from the weather to all ships that lie there. This is also a very good place to careen ships; you may lie as you please. A very good place to water at, and wood in a-

bundance; a good road and anchor ground, which makes this place a commodious harbour.

A Description of the River and City of St. Martha.

This river, when you come from the Eastward, appears with a point reaching without the coast, as if it were a cape or head land, and just about this point begins the river; in the mouth whereof is an island, called *Isla Verne*, where you may, on occasion, make good road, if it blows so hard that you cannot get about it.

The river runs a long way into the country, and spreads into many rivulets, reaching every way to the land.

The West side of the river lying so far in, you must therefore run a little to seaward to pass above it; this point is called *Mora Armoja*. Hereabouts in the country lie the great hills, called *Sierra de Samba*.

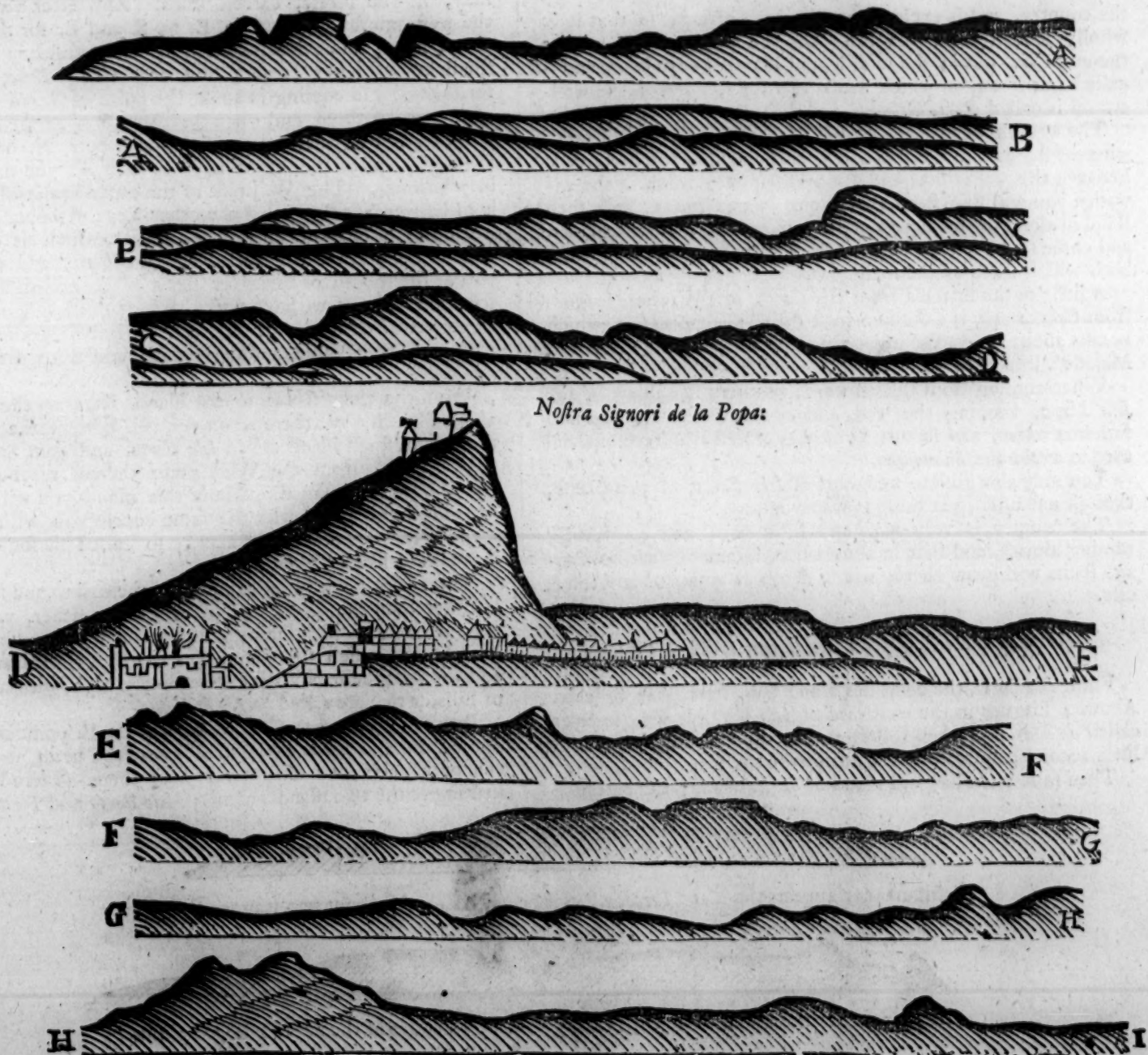
Samba or *Samba* is known by a very high hill over it, which is called the *Maiden Crowl*; about 6 or 7 leagues from the shore the water looks thick and muddy; at four leagues off you have 30 and 40 fathoms oazy ground.

About 3 or 4 leagues to the Westward of *Punta de Samba* is a bay called *Bay de Samba*, before which lie four islands, called *de Arenas*; you may run between the two outermost. There is good road to be made, good fresh water to be had, and fuel-wood in abundance. This bay is made the better road, by reason of those islands lying before the mouth of the bay, which keeps off the surge of the sea, especially N. and N. E. winds, and you seldom have any other in those parts,

When island *Samba* bears South South East, about 2 leagues from the shore, you have gradual soundings from 16 to 25 fathoms, The highest land to the Eastward of *Samba* is called the *Arse Negroe's Ear*.

From the isles *de Arenas* to *Punta Canoa* the coast lies along S.W. nearest, but to *Punta Canoa* WSW. This point is so called by reason the point appears like two canoes at a great distance; the point has lying from it at least two leagues to seaward many rocks and dangers, whereof you ought to give good distance when bound about that point; or going into the bay to the westward thereof, called *Bay del Gata*, or for the coast of *Cartagena*, and not bear to the Southward till you are well about.

Now follows the making of these lands, and how they appear at sea.





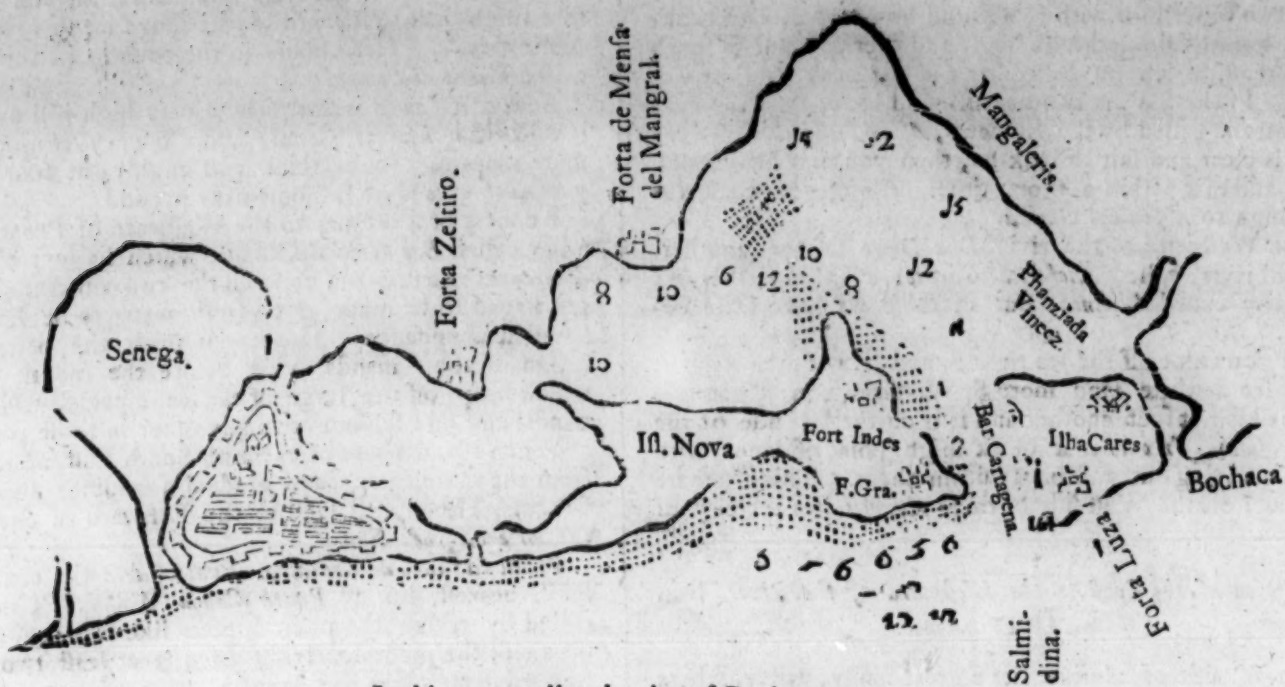
Calle Light House.

In this manner appears the coast of *Carthage*, when lying before the city at anchor, in 6 fathoms water; where is good sandy ground from *Punta de Cacao* to the islands in *Burn*. And as far as you can see the land NNE. and SSW. (for so reaches the coast there) from *Punta de Cacao* to the islands. *Punta de Cacao* is in the latitude of 11 degrees, 25 minutes.

The letters AA, BB, CC, DD, EE, FF, GG, HH, II, must be joined together.

The shoal which reaches to the seaward from *Punta de Cacao* is also called *Nigrills*. To the westward of the point is a great bay, but for the most part open to the sea, reaching with a

point toward the west called *Little Cacao*, from whence the coast tends inwards to the east point of *Carthage*.



In this manner lies the city of Carthage.

A Description of Carthage.

Carthage is a city on the eastermost of the three islands; (By *Carthage* you must understand the whole road of *Carthage*) its latitude is north, 10 degrees, 27 minutes, longitude 75 degrees 21 minutes.

Carthage is a great deep bay, reaching a great way into the country, and is enclosed within three islands, so that it is wholly fenced from the sea. On the eastermost island lies the city *Carthage*; the middlemost island is very long, and is called *Isla Nova*, on which stands two forts, whereof the westermost is called *Porto Grenado*, and the eastermost *Porto de India*.

The westermost island is called *Isla Cares*; on the west point whereof stands also a castle. The entrance into the harbour is between the westermost and the middlemost; when in the entrance you will find from 16 fathoms water to 11, and then stand in along the shoal *Azio*, until you come to *Forto Mansamua*, and come to an anchor between it and the fort called *Zelutitio*, both which lie upon the main.

A little to the seaward from *Isla Cares*, or SW. three leagues from *Carthage*, is a sunken rock called the *Salmadina*, which breaks about 30 yards in length, upon the tail of which His Majesty's ship the *Hunter* struck.

When coming from the eastward, you may sail along by the *Isla Nova*, keeping the lead, and come no nearer than in 6 fathoms water, and so turn in only as aforesaid; have especial care to avoid the *Salmadina*.

You may also go into westward of *Isla Cares*, if you please, though not usual, yet there is water enough.

The country is very high and hilly land, and continually raining almost, and that in abundance, inasmuch that no Spanish fruits will grow there, not so much as grass, or any thing else.

A Description of the Coast from Isla Cares, to Cape Tiburon.

From *Isla Cares*, the coast lies along SW. somewhat westerly. About 4 leagues to the westward of *Isla Cares* is a little river called *de Maturia*; then follow two or three small bays, but of little account, by reason they lie open to the sea.

Then follow the bay and island of *St. Barnerdo*; the entrance

into which first reaches in NW. and then NE. These islands are 5 in number, whereof the outermost is called *St. George's* island, and that next the shore is called *Gisbertus* island, between both these lies another island called *Goree*. The entrance appears as in the draught as you may see; it is environed round about with a shelf between *Gisbertus* and *Goree* islands; you may, if you please, careen ships. And after you are past the westermost key, haul in E. by S. and E. for the road of *Grand Brue*; also the eastward of the outermost key lies 3 or 4 small keys, then a larger; and near *Grand Brue*, a reef of small keys. In coming in about the point of *Grand Brue*, keep off in 7 or 8 fathom, and when the plantation on the hill (which you will see over the bottom of the bay) bears N. half W. and the west point of the outer key W. half N. you may anchor in 7 fathoms. The W. point of the outer key is higher, and is to be seen at sea over all the other keys without.

To the Westward of this lies a river, which is exceeding wide in the entrance, is called *Rio de Chenu*; and on the E. part of the mouth of this river lies a place called *Tolis*, a description whereof we have not.

The river *Chenu* reaches a great way into the country, where the city *Chenu* is built, and derived its name from the province of *Chenu*.

From the river *Chenu* to the island *Tortugas*, the coast lies along SW. by W. there is on the W. side of the mouth of the river a small island called *Isla Forta*, and from *St. Barnerdo* SW. nearest; from the West point thereof reaches a shelf which must be shunned. About this island you will find the ground muddy: And with the same course you will find the island *Tortugas*, or *Tortoise* island; so called by some because it is almost like a *Tortoise*.

This island lies a little league from the main, and the E. end is lower than the West, except in clear weather, you cannot perceive but this island joins to the main. The point of land over-against which this island lies is called *Punta del Delrio*; and the land thereabouts is extraordinary high, with abundance of hills, which are called *Serrat de Vento*.

Between *Tortugas* or *Tortuguilla*, and the E. point of *Gulph de Darien*, are also three little islands near the main, so that you cannot perceive them except very near them. Here follow the making of the two islands, namely, *Isla Forta* and *Tortugas*.

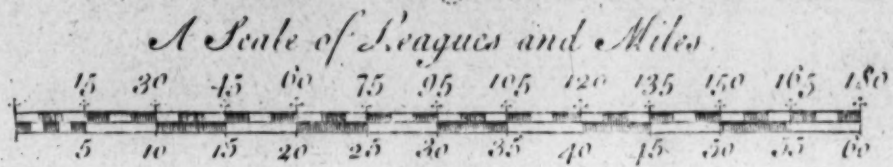


In this manner appears the island Forta, when it bears N.E. by N. about two leagues from you.



In this manner the island Tortugas, bearing N.E. by E. and is in the lat. of 9 deg. 25 min.

A CHART
OF THE COAST OF
GUAYANA.
*From the Entrance of the
RIVER ORINOCO,
(in the Lat. 8° 30' N Long. 61° W. from London)*
to the Entrance of the
RIVER AMAZONES.
By R. Waddington.









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of the
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CHART

of the

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of the

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and the

ADJACENT SEAS

CHART

of the

WINDWARD

of the

WINDWARD

of the

WINDWARD

1 R M 1

*A Description of the Gulph of Darien, and Scotch Settlement, with the
Parts adjacent to the Westward.*

59

Darien is a large gulph, being near 10 leagues wide, at its mouth, it stretches itself N. and S. and is about 60 leag. deep, the N. part or entrance of this gulph is in the latitude of 9 deg or 9 deg. 5 min. North; the passage thereto is between two points or capes, the Eastermost of which is called cape St. Sebastian, where the Spaniards formerly had a city, from whence it received its name, and the Westermost Tiburon, in coming from the Eastward and bound in the gulph, be sure you give cape St. Sebastian a good birth, for there is a dangerous spit of sand stretches off from the NW. by N. 10 miles into the sea, and there is 7 fathom water close by it; and when you are got to the Westward of this spit of sand, you may steer down the gulph at your pleasure, keeping about the middle thereof, where at the mouth you will find 40 fathom water, and about 6 miles to the Southward 30, and afterwards 28 fathom, which depth of 28 fathom you will find to continue near 20 leagues if you keep about the middle of the gulph, and afterwards 18 fathom down into the bottom of the bay, or gulph where the bay is about 4 leagues wide; and all the way between these depths and the E. shore, there is good anchoring on the E. side of the bay, being good oazy ground; but the W. side of the bay or gulph is rocky; also along the E. shore there is 7, 8, and 10 fathom down into the bottom of the land, all along this E. side is low with trees down to the bottom of the bay, but the bottom or S. part of the gulph of the bay is very high land. In the SE. part of the bottom of the bay are some rivers, but of no account. From the bottom of the bay the course is NNW. about three leagues to the mouth of a great salt-water lake, whose entrance is about 3 miles wide, and 12 fathom deep, and within is 4 fath. This lake is large enough to contain 1000 sail of ships, it being about 10 miles each way, appearing almost of a round form. In passing into this lake keep the S. point abroad or mid-channel; for from off the N. point spits off a sand about a quarter of the entrance over. Further on the W. side of this lake right against the mouth thereof, is the mouth of a great river, which runs away SW. by S. 10 leag. into the great river Trato; there are several other rivers here in the bottom of the bay, to the Northward of this lake that runs into the river Trato, but they are not to be passed into except by small vessels, their mouths being barred. (A description of which river follows hereafter;) so that the only passage into the river of Trato is through the salt-water lake and river before spoken of. Here in the time of floods the current runs very strongly out to sea through this lake, it coming from Trato river. This river of Trato is a large navigable river, running South a long way into the bowels of the country, near the golden mines of Canoa. On the West side of the river Trato, and right against the opening of the river that comes from the salt-water lake, is a small creek, running about three or four miles in a large fresh-water lake, which is near as big as the salt-water lake, it has 3 or 4 fathom in it, and abundance of sea cows. From the mouth of the salt-water lake NW. about 4 leagues, is another large opening of a river, which runs SW. about 14 leagues, and then falls into the river Trato, near the other river before spoken of. This river is only fit for small vessels, it being barred at the mouth, not being above 5 or 6 feet water, but over the bar there is 4 or 5 fathom. In the time of great floods fresh water may be filled a great distance against this river's mouth in the sea; between the salt-water lake and this river there are other small rivers, but not of any note; NW. by N. two leagues from the river, is the mouth of another river called Tucamore river, which also runs away to the SW. till it falls into the river Trato, near the other two before treated of: All the land or other islands, encompassed by these rivers, is drowned marshy lands, being full of fresh water and sea-cows; on the W. side of the river, between its mouth and Trato river, are other rivers which run away to the NW. the first is called Terene, being about 4 miles within the river's mouth; the next called Tyger, being about 6 miles from Terene river; and the next Pokost, whose distance from the river Tyger is about 18 miles, and then you come to the fresh-water lake before spoken of, whose distance from Pokost river is about 14 miles; all which may be more plainly understood by the large draught of Darien hereunto annexed. To the Westward of this river's mouth last treated of (which runs into Trato river) about 2 or 3 miles lie two small keys, and to the Northward of them about 3 miles, are two other small keys. These last two keys lie N. and S. from one another. About three miles asunder, the ground between them is very foul and rocky, but between the two South keys and the two North keys, is good anchoring; N. from the N.ermost of the N. keys, lie two other keys; these two keys are about 4 miles asunder, but very rocky, and foul ground between them; and from the Northernmost of the two, there are rocks home to the shore, but between these two keys and the other two to the S. ward of them there is good anchoring. Near the mouth of a small river, which you will see there on the N. side of this river. Capt. Long set up English colours by consent of the Indian natives, in the year 1698. From thence along to the

N. ward as high as cape Tiburon, is all rocky and foul ground; and along the coast, on the W. side of the gulph are several ranges of mountains running parallel to the shore; and about 5 miles to the S. ward of cape Tiburon, is an extraordinary high mountain, where it is said there is gold.

Note. The tide in the gulph of Darien ebbs and flows three feet by the shore.

From cape Tiburon the course is NW. by N. about 13 leag. along the coast of Cakdonia, to the Scotch harbour and Settlement whose entrance is between Golden Island and the N. point of the Settlement (to go into the harbour) being about 5 miles asunder; but going in you must keep near to Golaen Island, or the N. point of the Settlement for in the middle of the channel there is a rock; but you have on either side of this rock in the best of the channel 5 fathom; your course being SW. and then you may edge to the Eastward into the harbour at your leafure, where you have five or six, or seven fathom water, riding between the Peninsula, where the Scotch Settlement was, and the South shore. A large particular draught of this harbour and Scotch Settlement you have in the draught of Darien; WNW. several miles from Golden Island, lay the E. end of the island Pines; there are several other small keys between these two islands, and to the N. ward of them stretches a long narrow bank of sand or beakers, from the one island to the other, almost close home to them, so that there is no passage between these islands; but you may sail in at the E. end of Pines in 5 fathoms, as before said, and so pass to the NW. to the island of Pines, under whose S. side there is good anchoring; and there you may have good fresh water from a well on the island of Pines. From the island of Pines, for between 30 and 40 leagues, and a small distance from the shore, are all along keys, rocks, and broken ground, between which and the main is passing for floops, by the directions following.

From the island of Pines to the river of Pines, is about 5 miles, the course is W. by S. In sailing thither keep nearest Pine S. side, for from the shore against the W. end of Pines, are spits of rocks; the river of Pines is an indifferent large river, but there is a bar at its mouth, on which is but six feet water, though over the bar there is 2 fath, this is a fresh water river. West, a little Northerly from the river of Pines, about nine leagues, is Ambroties river, being also a fresh water river; but is only fit for canoes: NNE. from Ambroties river is a channel between the rocks and broken ground, but uncertain soundings, at 6, 7, 8, and 9 fathom, and NE. by N. about 2 leagues and a half from the channel is a dangerous parcel of rocks, where Capt. Long had like to have lost His Majesty's ship the Rupert prize; and W. about 2 leagues from Ambroties river, is another small river, but of small note. W. by N. about 9 leag. from Ambroties river, is Ascension river. Ascension river is a large river, navigable for small vessels 20 leagues up, running into the country SSE. West by North from Ascension river is another channel out to sea, between the rocks, keys, and broken ground, but there are very uncertain soundings, in some places 5 fathom, and in others not more than 2 or 3: Between these keys and rocks, and the main all the way from Golden Island is good anchoring; these rocks and keys are called the Sambello; here between the Sambello and the main used to be the rendezvous of the French Buccaneers. From Ascension river the land tends away to the Southward, and then West, and afterwards to the Northward, to the point of Sambello, making a very large, but not very deep bay; from Ascension river to point Sambello is about 15 leagues, the bay between them being full of broken ground and coral rocks, so that there is no passage for a vessel without a boat going a head to find out the way, but in taking that method you may sail out among them, there being water enough. In this bay is plenty of tortoise, and in the South Westermost part of it is fresh water. From St. Sambello the land tends to the Southward about 5 miles to the river St. Francisco, and then to the N. about 4 miles, formerly St. Blas bay, which lies in S. erly; in which bay against the mouth of the river St. Francisco, which lies at the head of the bay, is good anchoring; from this bay the coast is very fair and even, tending E. and W. nearest, but the country is mountainous, also in the bay the land is high, but plain and even. W. by N. about 12 leagues from the point of Sambello, is the bay of Nombre de Dios, where is anchoring in 4 fathom.

Nombre de Dios is a great bay, at the bottom of which is a small city at the water side called by the same name, very fairly built and well seated, but not a place of trade, by reason there is no good riding, not but that the ground is good, but because the road is open to the sea to N. erly and NE. erly winds, where you have always such. The land is full of trees, some places of the country are sometimes drowned with great rains, which fall on the mountains, and issue down the vallies, neither does it afford good water.

On the West side of the bay is a small river, and without the bay to the Westward are two or three islands, which you must sail between; great ships half unload, and then sail to the second, but small ships commonly lie within. When the wind

Q

blow

blows hard, the ships are in great danger, and ride there with 5 or 6 anchors a-head, by reason of a great sea, which fall here into the bay, and sometimes their cables are cut, and are in great danger of shipwreck, therefore this place is not much frequented for shipping, for the most part run to *Porto Bello*.

In sailing into the bay of *Nombre de Dios*, you will see a high rock bearing about N. by W. from the West point of the bay, which in sailing into this bay, you must come near to, for the W. point of the bay is shoal off; from hence to sail to *Porto Bello*, your course is NNW. about 20 miles, between 2 rocks on your laboard side, and one on your starboard, which distance of 20 miles will carry you to sea out of all danger, then direct your course West for about 12 leagues, or rather a little more N. erly which will carry you to the Northward out of all danger, as also the the Westward of the isle of *Cadaga*, and then you may direct your course to the Southward of the bay of *Porto Bello*, which is as aforefaid, and 6 or 7 leagues to the W. ward of *Nombre de Dios*.

Porto Bello is a fair haven, and a good place for ships to lay in, where there is good fresh water, and fire-wood enough to be had; good anchor ground likewise, and room enough for a whole fleet of ships to ride in, having close aboard the shore 6 fath. water and in the middle of the bay not above 12 fath. fair clear sandy ground, without rocks or stones, having several rivers in the bay, which run into the same, and without the road also it is a fair clear coast, and very good riding every where; on the E. side of the bay is a creek, where many ships can lay, and in the entrance thereof is 4 and 6 fathom water, soft ground every where, so that a ship can receive no damage if the chance to run ashore.

There is abundance of wood of several sorts in this place fit to build ships with, and fire-wood enough, good gravel ballast, with many other necessaries to be had. In the entrance is no danger, but there is an island in the mouth of the river, on either side thereof you may sail.

Island *Bastamentos* S. and the rocks SW. you may anchor in 18 fathom; off this rock lies a reef. Off the *Acada* E. point of *Porto Bello*, lay four small islands round and woody, between which and the shore is a bold channel, there is also one to the E. ward of *Bastamentos* without the land: The wind being W. erly, you must stand in (and you will find your foundings decreasing gradually) until you bring the rock *Acada* almost shut

with the small island without you, and there anchor in 7 fathom and a half; but here you lay open to the NW. quarter, a little to the Westward of the place, lays the road to *Agrota*, being a better road, and large enough to contain 8 or 9 sails of ships, the entrance is about half a mile to the Westward, but they commonly come out through this road by a very small channel. In this road you lay within two large and several small islands, besides those above-mentioned, which at sea appear to be joined to the main, before you come into these roads. The wind blows here commonly Easterly all day, and off the shore all night. You anchor in *Agrota* road in 7 fathom, and there is not less than 5 any where, although the passage be crooked, yet there is no apparent danger, and you are not obliged to return the same way out, for there is a small channel to the NW. of the middle ground, which in the narrow is straiter than the South channel, through which you may pass, and will not have less than 5 fathom.

Note, You may anchor in great *Bastamentos*, when the rock *Acada* is about a boat's length from the key in 7 fathom water, also when *Bastamentos* keys are about 2 leagues off, you have 25 fath. and 15 fath. at the mouth of the harbour, but come not within 5 or 6 miles of the West shore in sailing into *Porto Bello*, till you are got so far to the Southward as to have *Porto Bello* bay open, for fear of the *Salmadina* rock) which lays on the E. side of *Porto Bello*, from which stretches a reef off to seaward, over the outer end of which the sea commonly breaks, and then you may steer E. into the bay, at whose entrance you will have 15 fathom, and you may anchor in at the bottom of the bay in 10, 9, 8, or 7 fathom. About W. by N. 7 leagues from *Porto Bello* lays *Orange Key*, between which and the main is a channel of gradual sounding, from 6 to 3 fathom; upon these keys grow plenty of limes and oranges.

Note, The island that is a little to the E. ward of *Porto Bello*, which is long and flat, is full of mangroves, near to which island you have 9 or 10 fathom water very good ground, but round the island, and to the leeward it is flat and full of breakers. W. by N. from *Porto Bello* 30 miles, lays point *de Naos*, and W. half N. about 30 leagues from the point *de Naos* is the mouth of *Chagres* river, which river runs near 20 leagues to the Southward, having its head *Vinta de Cruz*, to which place it is navigable, from whence to *Panama* on the South sea, is about 15 miles.

B



In this manner appears the isle of *Pynas*, when the hills marked B bears NNW. three leagues off.

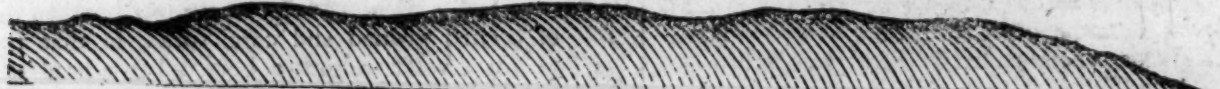


In this manner appears the isle of *Pynas*, when the hill marked B bears N. two leagues off.

Cape *Dunamera* N. by E.



Point bears NE. by E.



In this manner cape *Tiburon*, and the land to the Westward thereof, when each point bears as you see about 4 or 5 leagues off.

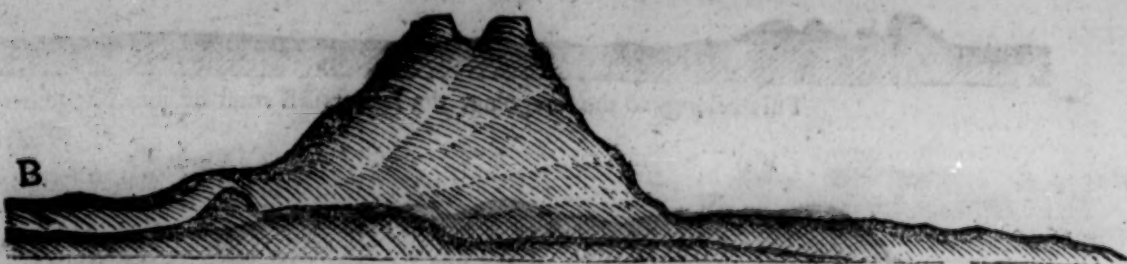


In this manner appears cape *Tiburon*, when it bears NW. by N. 5 or 6 leagues from you,



This belongs to that above, the letters must be joined.

In

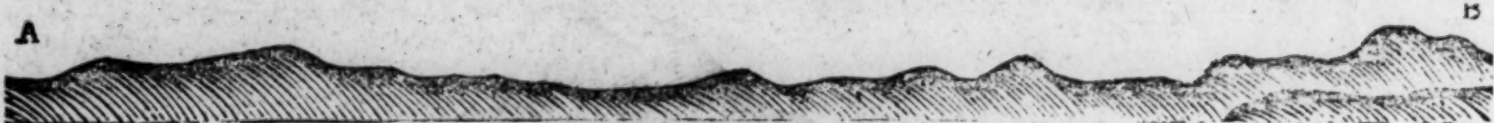


In this manner appears the coast about *Punta St. Blas* towards the West, near the river *Culebras*, when the great hill bears WSW. from you. Sailing towards the Westward, it is one continued land, joined to the letters AA, BB.

The Westernmost river last spoken of, is called *Sandinilla*, from whence, a little Westerly, being a great bay, called *Nombre de Dios*.



This land reaches to *Punta St. Blas*.

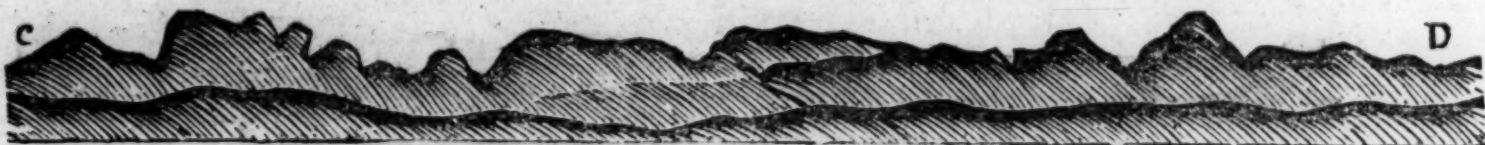


This belongs to the following, the Letters AA must be joined.



This belongs to the other above, the BB must be joined together.

When this bears S. then you are before the haven of *Nombre de Dios*.



This belongs to the above, the Letters CC must be joined together.

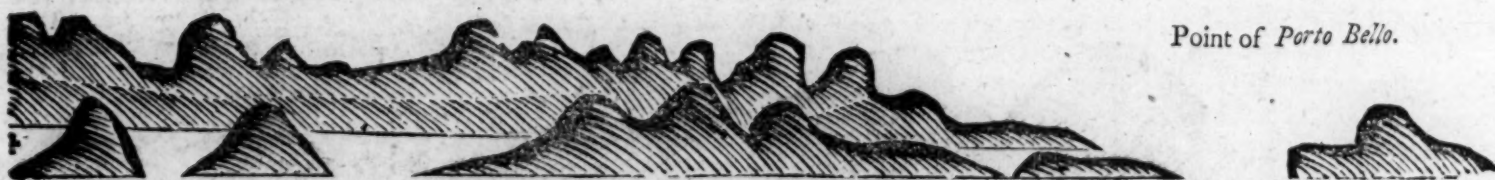


This belongs to the above, the Letters DD must be joined together.



This belongs to the other above, the EE must be joined together.

This smooth even hill lays behind *Porto Bello*.



Point of *Porto Bello*.

In this manner shew the islands of *Bastimentos*, under the land to the Eastward of *Porto Bello*. The islands *Cagada*

Thus appears the coast between *Punta St. Blas* and *Porto Bello*, when you are about a league and a half from the shore; together with islands *Bastimentos*, lying against the coast,

The islands *Cagada* lay Northward from *Porto Bello*, and are so called because they are white with the dung of fowls, and are called *Isles de Marias*. Betwixt *Porto Bello* and *Nombre de Dios* are some other islands against the coast, as *Isle Catavia*, &c.

A Description of the making the Land about PORTO BELLO.

The North Point of *Porto Bello*.



In this manner appears the land of *Porto Bello*, when bearing E. about 6 leagues and a half from you. The haven lays before the end of this piece of land.



This belongs to the foregoing, letters AA must be joined together.

This long hill lays behind *Porto Bello*.

This

A Description of the Coast of Porto Bello.



This belongs to the foregoing, the Letters BB must be joined together.

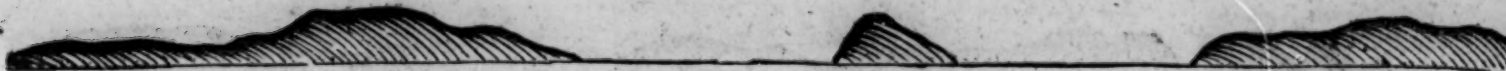
In this place you.



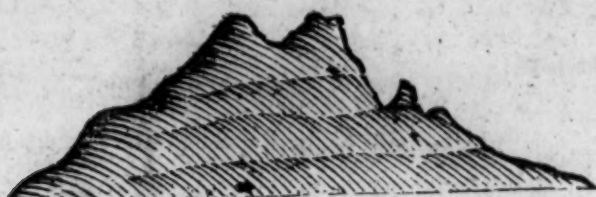
can see no land.

Thus appears the North Point of *Porto Bello*.
when it bears E. about 6 leagues off.

Then this point bears S. and
S. by W. from you.



Thus appears the land of *Porto Bello*, when this part bears SSW. in manner of hills when you can just discern from the top-mast-head.



When this land (which lies to the Westward of the high land) appears like a faddle, bearing
West South West from you.



This land reaches Eastward from *Porto Bello* to *Nombre de Dios*.



This belongs to that above, the Letters AA must be joined.



In this manner appears the land of *Porto Bello*, when the point of the haven bears as you see, about three leagues off. Then bears the East point of the hill S. from you, which lays behind *Porto Bello*.

The point of *Porto Bello*, SSW.



In this manner appears the West point of the river *de Charge* Westward of *Porto Bello*, when it is East by North.



This belongs to the foregoing, the Cuts must be joined together.

A Description of the River Belen.

This river is a spacious and large river, being navigable a long way into the country, it is said to be a very rich place; there is gold in great plenty, as by the inhabitants (who are *Indians*) has been confessed; especially from the river *Veragua*, where is an *Indian* city, there have been found and brought away great quantities of gold, which have been found hidden in trees and such like places, there being such plenty thereof.

A Description of the Island Veragua.

About five or six leagues North by West, to seaward from the river *Belen*, lays the island *Veragua*: It is for the most part

foul ground round about it, and therefore you must have a care how you come near this island to seek for road; there is none to be had only on the West and South-side, where you have about 8 or 9 fathoms water; and these roads are somewhat the more commodious, because you lie safe from North and Easterly winds.

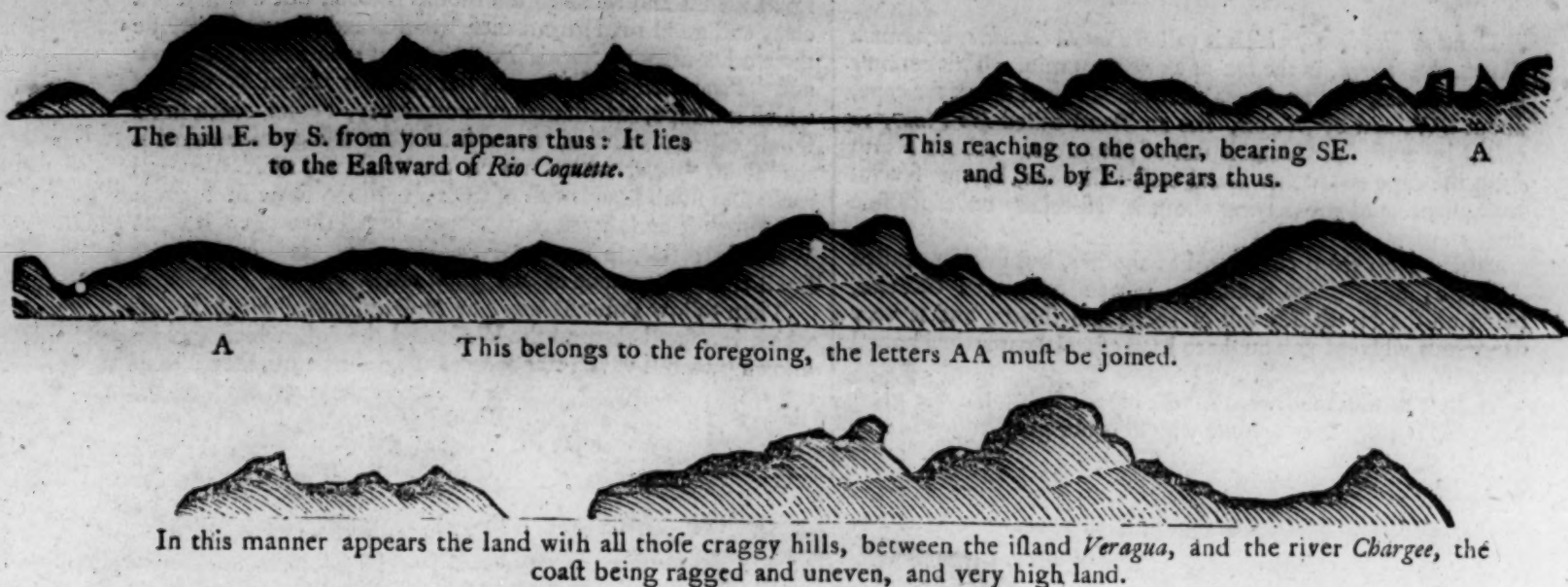
The island is full of trees, good fresh water, and almost any thing that you want; it is said, that on this island Sir *Francis Drake* fell sick and died, and was there buried. The appearance is as follows:



In this manner appears the island *Veragua*, being East four leagues from you.

A Description of Veragua.

63



A Description of the Islands St. Andero and Cataline.

These islands bear from the island *Veragua* North West by North, about 26 or 27 leagues distance, and from *Punta de Naes* North and North by West. About these islands the *French* used to lie with their privateers (in their *Spanish* wars) and plague the *Spaniards* to leeward, especially those at *Porto Bello* and *Nombre de Dios*.

From the river *Veragua* West and North, about the bay lies the rivers following; *Altryned*, then the bay of *Del Drago*, wherein are four islands; and upon the point on the East side are two other islands, close to the main; then follow *Quamades*, and *Talmanacca*, *Rio Curenoca*, *Rio Fuere*, *Rio los Anzales*, and *Rio Verquez*, of all which we have a description.

A description of the great lake of Nicaragua.

The entrance of the lake *Nicaragua* is three-fold, which is so made by two islands, lying at the mouth thereof; but the chief passage is through the middlemost, called *Porto de St. Juan*. And being past these islands, you begin to enter the *Streights*, which is the river *Desaguadera*; which river reaches thirty leagues West into the country: At the end of it lies a city called *St. Juan*; from thence begins the great lake *Nicaragua*, which is almost twenty leagues broad, and of a great length, but afterwards grows narrower, and you come to the city *Granada*; then again spreads itself, but not so wide as before. And this is called the lake of *Lindiry*, and reaches to *Leon*. Into this lake run many rivers, which correspond thereon, ebbing and flowing in due order.

This river and lake is said to be 80 leagues in length, and reaches within five leagues of the South sea.

This lake is well stored with fish, and great store of commodities are brought from *Porto Bello* through all the confines thereof. On the North-side of the lake *Nicaragua* is a great hill, which is plentifully stored with all sorts of fruit, where-with all those parts are furnished. Here is a thing may be called a wonder; some of those trees can scarcely be fathomed about by fifteen men; that is, the body of the tree; which thing is confirmed by many. This hill is called *Vulcan de Munbacho*, and is of a very great height.

The islands Manglare, or Mangle, and Isla Pearl or Pearls.

East from the river *Desaguadera*, lies the island *Manglare*, which has on the South side thereof several small islands near adjoining; on the N. side likewise several small ones.

To the Northward of this island lies several others, called *Isla Pearles*, which formerly was a great place for pearl fishing, but is now decayed and ruined by the great covetousness of the *Spaniards*, who gave no respite for the increase of oysters. Before this island lies two rivers; the one is called *Triguizigalpa*, and the other *Traguzealpa*; next which follows the river *Jarepo*, on the North-side thereof runs a shoal.

Of the river Jara.

The river *Jara* is a wide and large river, reaching a long way into the country, spreading itself three or four different ways; one arm whereof extends itself towards the South West, another towards the South East, the other West. On the North-side of this river is a place called the *Indian Village*. Between this and cape *de Gratia*, lie yet two other rivers, the Northernmost whereof is called *Rio Nibuso*.

A Description of the Coast and Island from Cape de Gratia, or Cape Gratiass Dios, to Cape Catoche; which, with the Cape of Florida, makes the Bay of Mexico.

CAPE *de Gratia* is a point of land, from whence the land tends West to *Honduras*, and just about the cape to the Westward lies a bay, by the *Spaniards* called *Bay Honda*, wherein lie several small islands. In this you may make a good road. There run in here several rivers also, one of which is called *La Bebra*, another *Rio Casmus*. The bay has round about it a sandy shore, and on the East point thereof runs a small shoal.

From whence about five leagues Westward lies another bay, called *Bibera*, but very small in comparison with this, having an island in the middle thereof, and a small river likewise running therein. Westward of this lies another bay, called *Catra*, bigger than the last, but not so large as the bay of *Honda*. Between these two is a small island, almost adjoining to the land, from which runs a small shoal to seaward.

From whence about eight or nine leagues to the Westward, is another great bay, called *Baya Cartago*. In this bay also lie several islands, which are surrounded by a sandy shore, having in the entrance or mouth thereof one island also, which is the biggest of them all.

A little further W. erly lies another, but small bay, called *Tatasky*.

Between the great bay of *Honda*, and the bay of *Bibera*, North from the land lie several islands, and are called *Ilas Nicofas*; and to the Northward of these are other islands,

called *Dog Fish* islands. Round about these are nothing but rocks and shoals, and therefore dangerous to come near.

Thwart of the bay *Catra* lie some other islands, and divers rocks round about them; they are called the *Mew* islands; these likewise are very dangerous to come near.

Between cape *Cartago* and cape *Camaron*, reaches a great shoal North East off into the sea, at least thirty or forty leagues; on which shoal lie four islands, called *Dos Baxos*, and on the North-side of the said shoal lie two other islands called *St. Millan*, environed with rocks round about.

The land of cape *Camaron* is a low coast full of trees, having to the W. ward thereof great mountains, called *St. Cruz* mountains. This coast on the E. side is much frequented, partly because of the shoals and dangers lying on the E. side of the cape, and partly because there are no very good harbours, only some bays wherein you lie open to E. erly winds.

To the Westward of the cape lies a river called *Granada*, which reaches far into the country, and spreads itself into many branches, extending itself a long way up, one of which is called *Rio Guaipe*. From thence Westward lie two other rivers. From thence to seaward lies a little island, with good ground round about it. The whole coast likewise is very good, and without rock or shoal, the ground being generally mud and sandy. From thence W. ward lies cape *Honduras*.

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A Description of the Gulph of Honduras, and the Islands therein.

Cape de Honduras, which is called *Punta Castillos*, lies much like cape Cameren, in the lat. of 25 deg. 45 min. This country is full of trees, and low land likewise. When about the cape, about SW. and by W. off, lies an island called *Isla Pinas*, so called by reason the island is full of pine trees. About North from the cape is another island called *Guinana*, having several little islands and rocks lying about it, especially on the S. side thereof.

About SW. from *Guinana*, lies another, but smaller, called *Isla Lein*; near which is another great island called *Guinana*, being on the North-side full of rocks and shoals, and is very dangerous, whereof you ought to have especial care when bound upwards.

A little to the Southward of the island *Pinas*, lies the great bay of *Truxillo*, over against which is the great mountain de

Baimita; this is a good bay and good road, having several small islands and rocks in the mouth thereof, but within it is a clear and good road; from these small islands South West, lie three other islands before a small bay, but their names we know not. From thence Westward, lies the river *Dulce*; W. ward of which is a cape, which makes another bay, before which lies a shoal, called *Salmadina*, and a little from thence to seaward is the island *Uitilla*, which has on the Westward thereof several rocks and small islands full of trees; between some of them is foul ground, and therefore dangerous to sail through. To the Westward of these lie the river *Manducuo*, and several other small rivers, but none of any great note.

Then follow Point *Triumph de la Cruz*, and *Porto de la Sal*, which is a small river to the Westward thereof, which may be known by a hill which stands towards the bottom thereof, by the water-side, to wit, on the W. side of the river.



Thus appears the Bay *Truxillo*, which lies to the Westward of Cape Honduras.

Westward of *Porto de Sal*, is *Porto de Cavallos*, where if you sail in, you must have especial care of a shoal which lies off from both points of the bay, and sail in midway, and come to an anchor where you will.

On this whole coast there is no place of traffick comparable to this and the bay of *Truxillo*. Westward of *Porto Cavallos*, is cape *Tres Puntos*. And about the cape lies a river called *de Ulva*, then the river *Baxo*, river *Pecbe*, and the river *Dulce*, then *Punta Hyqueres*, and *Punta del Negro*, where the gulph or great river of *Guanois* begins.

If you would sail from *Truxillo* to *Porto de Cavallos*, you must sail until you come near the shoals of *Mabaguera*, through the *Salmadina*. And if you should happen to have a little wind, and the stream should set you near the *Salmadina*, or if you are afraid of it, the best way is to come to an anchor, where near the shoals you have about seven fathom water, on the SE. side is good ground, a sand bank lies off, but on the N. side is dangerous and foul ground, with black rocks and stones; the W. side of the *Salmadina* lies S. of the island *Uitilla*, and N. from *Mingula*; on the N. of *Mingula* is a sharp high hill, upon the whole coast there is not such another.

But if you would go without the islands into the gulph, you must run about three leagues NW. off from *Truxillo*, to get about to the islands called *Mows*; and when you are past them run NW. by W. until you are past *Maiagueros*, and then run through between *Guinana* and the *Salmadina*; and also between *Uitilla* and *Guinana*, but you must have especial care of these islands *Uitilla*, for it is very foul a great way on that side.

When you are past them you must run to *Triumph de la Cruz*, and so Westwards, having neither rocks nor shoals, nor other dangers.

Porto Cavallos is so called by reason of a ship which once lay there with horses, and by bad weather was forced to throw them overboard; from which time the river has been so called. This place is of small force, having several times been taken; therefore the trade of that place is removed to *Amatique*, which is distant from that place about 18 leagues.

There are several other small rivers on this side the coast, to the Westward of *Punta Cavallos*; to wit, *Rio de Lua*, a little to the Westward of cape *Tres Puntos*, next *Rio Bano*, then *Rio de Pecbe*, *Rio Dulce*, and *Hyqueras*, but none of them of any note, therefore little is said of them.

There is likewise little said of the gulph; but to proceed: On the coast of the North-side thereof lies *Salamanca*, within the island *Yob*; then follows the island *Luman*, or *Lumancay*, and next to that the island *Zaratan*, or *Zaratus*, and *Patuca*; then follows *Quitazeumba*, and then the islands *Catuma*, which lie before the bay of *Catuma*. From these islands reaches a shoal along the coast, to the islands *Quintazuno*, reaching to the lake *Baccallel*; then follows the island *Cozumel*, which has great shoals round about reaching off to sea; to the W. ward of this island lies the bay *Valladolid*, before which are *Men Eaters* island.

The whole coast down in the gulph de Honduras, is wholly

environed with islands, especially on the North-side, which renders it very discommodious for a place of trade, being dangerous, especially to such as are not well acquainted thereabouts.

The coast for the most part on both sides is low land; and a very wholesome place to live in.

It is said, that in the N. quarter of *Yucatan*, there are men found of a very great age; and good testimony has been had of a certain man, who was brought before the chief of the *Spaniards* there, near about 300 years of age.

Cape *Catoche* is the NE. point of *Yucatan*, you may sail along the coast, between it and the islands, as through a channel passing by *Cozemel*, and isle *Mangeras*, on the N. side of the cape it is flat a long way off, and a little towards the West lie two islands called *Caio*. The coast is here along flat and low, until you come to *Morodas Diabolos*, so that when you come from sea, you must not stand in too close with the shore, least you are deceived by the lowness of the land.

Some run through between the islands *Allacranes*, and the shoal which lies off from the cape; but you may do as you please, and go without them if you will, taking the foregoing directions.

A Description of the Island St. Catherine, Muskateers, and the shoal of Rancadoris and Serrana.

The island *St. Catherine* lies in the latitude of 13 deg. 40 min. North; if you are bound thither, you must go to the N. side of the island. On the NNE. side lie several rocks under water, which you may know by some among them lying above water, bring them to bear SSE. from you, and then sail towards the island, and when within a league of it, you will perceive on a high point certain cliffs, which seem to be cut or split asunder; the said cliffs bearing NE. from you, sail boldly for the islands, and run close about the point, into the bay, and ride where you please. But if you would be in the S. bay, on the S. side, you must run close along the shore until you come to the S. ward of the island, and bring the two great hills to bear right with each other, and stand into the bay; coming from the Eastward you may sail for it, keeping in the lat. of 13 deg. 40 min. not running to the Westward of it, for fear of the *Rancadoris*, of which by night you ought to take great care, and not to run more N. erly than 13 deg. 27 min. and make small sail to the morning. These shoals lie E. by N. and ENE. from the islands, being sand just under water, and in clear weather may sometimes be seen about 2 leagues in length.

From the *Rancadoris* to the *Muskateers*, which are a parcel of rocks lying together, the course is E. therefore when you come into the latitude of the island you must look out; but to be sure by night you must run somewhat more Northerly, and make small sail until the morning.

From the island *St. Catherine* NE. or NE. by N. about 23 or 24 leagues distant, lies a certain shoal, called *Serrana*, of which there is but little description given.

South Bay.

Muskateers.

A Description of the whole Coast of the great Bay of Mexico, with the Islands therein, from Cape Catoche to Cape Florida.

THIS cape, which with the other makes the deep bay of Mexico, lies in the latitude of 21 degrees 5 minutes, having on the West side thereof two small islands, called *Caio*, then follows *Rio de Garias*. In the mouth of the said river lies an island, then follow two other small islands, lying at the West-end of the shoal, which reaches to the bay *Sizal*, and are called *Zanzum*. On the land opposite to these, is a hill, with two small hillocks on each side; the one called *Montague Siloan*, and the other *Montague Canquet*; then follows the bay of *Sizal*, on the East-side of which lie two islands. From thence North, somewhat Easterly, lie the shoals of *Mercaes*, which are very dangerous, therefore you ought to have especial care, and avoid them; to the Northward of which lies another shoal, called *Boxo de Sizal*, which is likewise dangerous to come near. From thence North North West lie three small islands, which are round about foul and bad to come near, called *Negrillos*; from thence to the Westward about 40 leagues lie the islands *Barmea*; and from thence, about 16 or 18 leagues to the Southward, somewhat Easterly, lies the island *das Areas*, which is likewise round about foul ground. From thence to the Southward lie other three little islands, being environed round about with a sand bank, in form of a triangle, and therefore called the *Triangles*.

From thence Southward lie three other islands on a row, from each reaches a shoal towards the North East a great way off.

And that you may the better know the bay of *Sizal*, you may see therein three masts which are there erected; and when you see them you are before the haven: And towards *Candecido*, which are islands lying towards the point of *Yucatan*, surrounded with shoals of sand and rocks.

From thence Southward to the river *Campeachy de Francisco*, which is a great bay, on the South-side thereof lie two great hills, called *Moras Diabolos*, being the first high land on this coast. Then follows *Sioba*, and next to that *Champeton*, and *Punta Seco*; then follows the great river *Nuestra Señora Victoria*, by some called *Xicalanga*; in the mouth whereof lie two

islands, which make three passages or entrances into this river; the Westernmost whereof is called *Porto Real*, and the middlemost *Porto Trifto*.

The next river to the Westward is *Tobasco*, in which is a city, called by the same name, being the chief city of *Yucatan*. This river is also called *Gryalva*, and spreads itself East and West along way into the country.

Then follows the river *St. Paulo*; and the river *de Borcas*, next *de Pulma* and the river *St. Ann*.

Then follow the *Luramba* and *Meerás Dúrea*, and the river *Cuzacola*; near which lie several great hills, called *St. Martin*, near which is a small town, called *Spirito Santo*.

About North to seawards from the point lie three little islands, called *Rico Partida*: These stand almost in form of a triangle.

Then follows the river *de Alvorada*, about the point *Serra*, or point *Anto Sardo*.

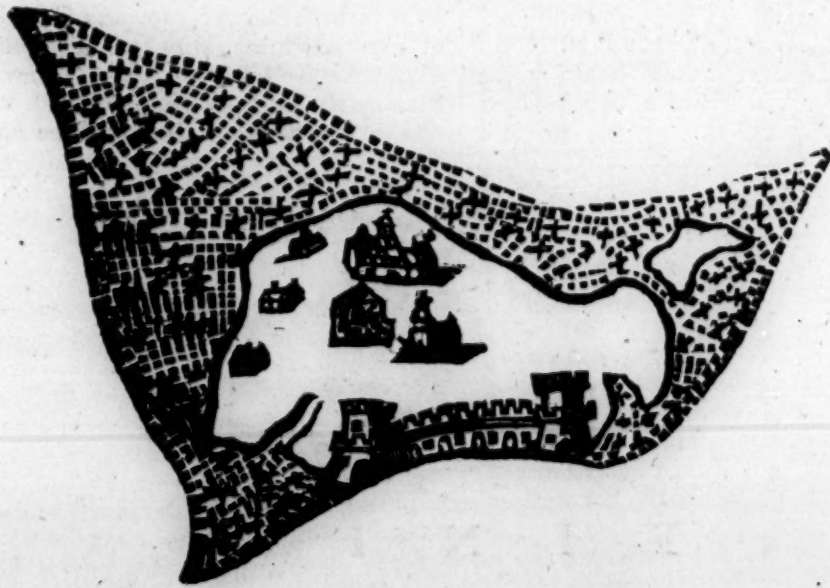
Then follows the island *St. Juan de Elva*, which lies before the river to the E. ward of *La Vera Cruz*; the land hereabouts is low. On the S. side of the river lies a great sandy bay.

When you come out of the sea, steer away inward with the hills of *St. Martin*; you must run from the island *Rico Partida*, West North West to sail without *Cabeffa*, which are the islands that lie off *Punta Serra*.

St. Juan de Elva may be the better known by a round hill, called *Monta Carnerois*, the land about is covered with trees.

In the middle, between the hill and the city, a little up land, stands another high hill, called *Snow Hill*, because always covered with snow, and is so very high, that in clear weather you may see it thirty leagues at sea: When you first see it, it seems to be a white island, lying in the sea by itself; but when you come somewhat nearer, you will find it to be the main; and the hill *Carnerois*, with the castle, will presently come in sight, and the reason that it is so white, you may see it the farther. This hill lies with the city *St. Juan de Elva* S. and N. and when getting sight of the city, you may stand in for the road which lies behind the island.

St. Juan de Elva.



In this manner appears the island *St. Juan de Alva*, together with the road and city thereof.



In this manner appears the coast within the island *St. Juan*, and is called *La Vera Cruz*.

This island lies in the latitude of 19 deg. 20 min. having round about it foul ground, except between the island and the main, where there is good ground and road in about 8 fathom water. The island is low and round, and if you would run in by it, you must have a care of certain rocks which are near it. In this place the Spanish fleet used to lie, and bring their loading from all parts, until the mouth of *Mareb*, from whence they sail to the *Havannah*, where they always make their fleet to depart for *Spain*.

Next to *La Vera Cruz* lies the river *Campel*, then follows *Punta de Viltarica*, off which point lies a ledge of rocks called *Sacrificia*; then follow *Tarro Blanco*, *Tulato* and *Chano Almaria*: These lie in the latitude of 20 degrees, 20 minutes. Here the land is low and slight; you will find, when having six fathom water, hard clay ground; and nearer in four fathom shelly ground. If you chance to fall with *Terra Blanco*, you will see a row of hills, reaching South West into the country, which is likewise called by the same name. These hills reach along to *Snow Hills*; and to the Southward of these lie others, which in appearance seem like haycocks, but towards *Villa Riche* the lands and hills are not very high. The coast is full of points and broken lands.

Porto Saint Pedros Pablo.

The city of *St. Pedros Pablo* lies in the latitude of 21 deg. 20 min. and if you come into harbour, and are open with the river, you may then see the island of *Tuspa*; the coast is very good, having several bays, and all of them sandy. A little to the Northward of the river are two bays, the Northernmost whereof is the biggest; where in 60 fathom you will have gravel. The river is wide and large, having in the middle thereof an island called *St. Paulos*.

The Island Lobos and Baxo Tuspa.

In coming from sea you fall with this island, which lies before cape *Rexa*, and is foul round about, but behind the island is good road. This island is low, and full of palm trees, affording likewise good fresh water; within it lies a shoal like the bottom of a boat, behind which is good riding.

If from thence you would sail to *Villa Riche*, you must go to the Eastward of *Baxo de Tuspa*; and if you come not above it, you must run through between the main and the aforesaid shoal, in 8 or 9 fathom water; you may also make good road there, if occasion serve.

The river *Tuspa* may also be known by a row of small hills reaching North East and South West at least 15 or 16 leagues into the country; about five leagues off shore you will find clay ground. On the North-side of the island *de Lobos* North West by North, is another great river, called *Ponuco*, in the middle of which lies an island, which makes two passages thereout; the Southernmost is called *St. Stephens*, and the

Northernmost *Harmosa*, &c. Now we come to the wild coast of *Florida*, of which take a brief account.

A Description of the Province of Florida.

From cape *Roxo* the land tends in North and West until you come to the river *Panuco*, where the land lies along North: the first river to the Northward of *Panuco* is *St. Bartholomew*, which is a small river, and little spoken of; then follows the rivers *Palmos* and *Piscoratis*. The coast along is called by the name of the latter, because there is abundance of fish on the said coast.

The next river to the Northward of *Piscoratis* is the river *Bravo*; next the river *Sola*, betwixt which and the river *Discondido*, is a small river to us unknown. From the river *Discondido* the land tends off to Cape *Blanco* North East, and from Cape *Blanco* the land falls away into the river *Magdalena* North West. This is the largest river of all those to the Northward of *Panuco*. From *Magdalena* to the river *Plata*, the coast lies all along North North East nearest, they are about 25 leagues distant from one another.

The next river following is called *Suela*, from whence the coast of *Baxo* tends along NE. and NE. by E. until you come to the river *Laofa*; between which and *Suela* lie two other small rivers, of which there is no description nor mention made, and therefore suppose them to be places of no great consequence. From the river *Laofa* Eastward lie the rivers *Montanbas*, and *de Zarto*; from which the coast, until you come to the greater by of *Spirito Santo*, lies along East, Cape *Cruz* making the West point thereof.

This is a deep and large bay, having in the middle of the entrance thereof an island, by which you may sail on either side. The bay within spreads itself very wide, having six or seven arms or rivers, reaching a long way into the country, venting themselves into the bay.

The East point of the bay is called Cape *Qualata*, from whence the coast of cape *Discondido* lies along East about 90 leagues in length; the whole coast almost full of small islands, and a sandy bank reaching along the same.

Having likewise several small rivers, the first (coming from the Westward out of the bay) is called *Matos de Salvador*, between which and the river *del Carnaweral* lies another small river, but the name thereof we know not; then follow the rivers *Arecifa*, *Plaia* and *Aremas*.

Before all which rivers lie several islands, yet not dangerous. This is a good coast, especially in Northerly storms; wherein in any of these rivers, or between any of these islands, you lie sheltered in those winds.

From cape *Discondido* towards Cape *Florida*, the coast is full of bays and inlets, with several small rivers, to wit, *Rio St. Paulo*, *Rio Cavallos*, the bay of *Mervillo*, and *Spirito Santo*; from thence the coast reaches again to S. ward, with many bays and creeks, until you come to Cape *Florida*.

F I N I S.